

WPR22LA251

OPERATIONAL FACTORS

Attachment 2

Corporate air personnel interview transcripts and statements

September 1, 2022

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Previous Flight's Company Pilot - Thorn

Summary of flight 7764 on 7/13/22

TWF-SLC

Flight from TWF to SLC was uneventful, thunderstorms were present around filed route but no deviation was required. Given a speed restriction to maintain at 130 kias or better by SLC Center was complied with. SLC ATIS indicated north winds and visual approaches to 34L/34R. SLC Center also advised that SLC was landing north.

Cleared to fly direct to DYANN-ANNTY-CEDER by SLC Approach and expect landing on 34L. Was also advised that if 34R became available, to expect that runway. I was initially following a FedEx 757 for 34L, which was in sight.

Airborne Wx radar, the XM radar and visual observation indicated a weather cell located in the area of Tooele, moving E/NE. Rain was noted falling over the mountain in the area of Tooele.

After transfer to the final approach controller I was advised that 34/R was available and given vectors for a visual approach to that runway. Advised that I was following an Amflight B-1900 on final for 34/R. Visual approach clearance was granted and I followed the 1900 on a base leg approximately 4 miles and joined the final approach course for 34/R. After crossing the final approach course for 34/L I was told to contact SLC Tower (119.05)

I contacted SLC Tower and was cleared to land on 34/R. Tower gave a wind check of 300* at 17 kts gusting to 26. Landing was uneventful. Tower instructed to exit runway at H8, which was accomplished. A Skywest flight departed after I cleared the runway.

The entire flight was conducted in VMC conditions, including the approach and landing. I never encountered rain during any portion of the flight. I encountered light turbulence, occasionally with moderate during the entire flight. No wind shear was encountered during any portion of the approach or landing. The turbulence during approach and landing was just light. I believe that after I landed, the Skywest flight departed and a Delta flight landed after that departure.

Signed,

Jim Thorn

Trailing Pilot Statement - Davis

Flying into KSLC on July 13, I was getting back into Salt Lake airspace at 7:30 or so. There was a rainstorm directly to the West of the airport. Out of the air spurs (other corporate airplanes), I was #3 in line for landing. It looked like there was moderate-heavy precipitation west of the airport with reports of moderate turbulence, but there were no microburst or wind shear alerts coming from Salt Lake Tower, at least I don't remember any at that point.

Since I was #3 I was listening a lot to Jim and Shane, the two pilots ahead of me. Jim said he was able to stay clear of the rain and landed just fine. Shane was next to land, he let us know over the radio (on company frequency) to expect a bumpy ride on approach, that's the last thing I heard from him over the radio. We were landing north at the time, I think they told me to expect 34L. On the downwind I went through some moderate precipitation and some moderate turbulence, but I could still see the airport so I was cleared for the visual approach and they switched me to 34R.

On base I believe I was clear of the precipitation, or at least it was very light, and I could see the airport. I think they switched me to runway 35 on final because of traffic stopped on 34R (I didn't know at the time who it was), but then he just had me go around. When I was on the go around and I was directly over the airport, that's when I had the worst turbulence.

Once I was past the airport and clear of the storm it was very smooth to the north, they had me hold over the Great Salt Lake.

I had about 2 hours of fuel left and I told ATC that when they asked me, and so there was a point where they told me they were going to let some other planes ahead of me to land because they were lower on fuel reserves. Coming back in to land the winds had shifted so we were then landing south, I was cleared to land on 17, the winds were gusting close to 40 knots when I was cleared to land. I landed and taxied back to the north cargo ramp without any incident.

Let me know if there's any other details you might need!

-Zach Davis

Sent from my iPhone

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

CESSNA 208B DAMAGED IN ACCIDENT *

NEAR SALT LAKE CITY INTERNATIONAL * Accident No.:

WPR22LA251

AIRPORT IN SALT LAKE CITY, UTAH *

ON JULY 13, 2022 *

*

* * * * *

INTERVIEW OF: ZACHARY DAVIS, Captain
Corporate Air

Salt Lake City, Utah

Thursday,
August 4, 2022

APPEARANCES:

JAMES VANDERKAMP, Operational Factors Investigator
National Transportation Safety Board

ALBERT NIXON, Investigator in Charge
National Transportation Safety Board

SHAWN ETCHER, Operational Factors Investigator
National Transportation Safety Board

KERRY SHUMWAY, Aviation Safety Inspector
Federal Aviation Administration

PAUL SUFFERN, Meteorologist Investigator
National Transportation Safety Board

DAVID OYLOE, Check Airman
Corporate Air

MARK DOMBROFF, Attorney
Fox Rothschild

I N D E XPAGE ITEM

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I N T E R V I E W

(1:03 p.m.)

MR. VANDERKAMP: My name is Jim VanDerKamp. I'm an NTSB AS-30. It's August 4th and it's 1303. We are here interviewing Captain Zach Davis. And I would like you to introduce yourself with your full name, please.

MR. DAVIS: My name is Zachary Davis.

MR. VANDERKAMP: And middle name?

MR. DAVIS: Zachary Reese Davis.

MR. VANDERKAMP: Reese. Thanks.

MR. DAVIS: R-e-e-s-e.

MR. VANDERKAMP: Thank you. And Shawn, go ahead. Other members.

MR. ETCHER: I'm Shawn Etcher. I'm an operational factors investigator with the NTSB.

MR. NIXON: I'm Albert Nixon with the NTSB. I'm the investigator in charge of this accident.

MR. SHUMWAY: Kerry Shumway. I'm an aviation safety inspector with the FAA.

MR. VANDERKAMP: And online, Mark?

MR. DOMBROFF: Mark Dombroff. I'm an attorney with the law firm of Fox Rothschild. And as Captain Davis has indicated, I'm his representative at this interview.

MR. VANDERKAMP: Let's see. Dave?

MR. OYLOE: David Oyloe. Check airman for Corporate Air

1 and now chief pilot.

2 MR. VANDERKAMP: And Paul?

3 MR. SUFFERN: Good afternoon. I'm Paul Suffern. I'm a
4 meteorologist investigator assigned to this case.

5 MR. VANDERKAMP: Thank you, everyone. That was the
6 (indiscernible) right here. And once again, we want this to be a
7 nice comfortable interview, discussion. We want the facts. We
8 weren't here but you were and maybe you can shed some light on
9 things.

10 INTERVIEW OF ZACHARY DAVIS

11 BY MR. VANDERKAMP:

12 Q. Before we get into the day of the accident, maybe you
13 could tell us a little bit about yourself and your flight history.

14 A. Sure. So I started flight training I think like three
15 years ago. Got my private license in 2019. And then I knew I
16 wanted to fly as a career, so I went through and became a flight
17 instructor. I was a flight instructor for two years at an airport
18 in Spanish Fork which is like an hour south of here. And I just
19 got the job with Corporate Air just a couple months ago. I
20 started in April. I started training in May.

21 Q. Oh, good. So you're --

22 A. Yeah. Hasn't been super long.

23 Q. So how many hours do you have?

24 A. Like almost 1400. Um-hum.

25 Q. That's good. And how many hours do you have in the 208?

1 A. I'm not sure exactly. But a little less than 100
2 probably. I don't know. Seventy, somewhere around there.

3 Q. Less than 100 in type?

4 A. Yeah, yeah. Probably.

5 Q. Thanks. How about certificates, what do you -- you have
6 an ATP?

7 A. No. No ATP.

8 Q. Oh. Because you're only 1400. Sorry.

9 A. Right. But commercial single engine, obviously. Multi-
10 engine. Flight instructor, single engine, multi-engine,
11 instrument rating -- instrument rated instructor II. CFI-I.

12 Q. CFI-I. Okay. Been working?

13 A. Um-hum.

14 Q. How about your last physical?

15 A. Like the date?

16 Q. Yeah. Would you know roughly? Month.

17 A. No, not off the top of my head. I think it was --

18 Q. Is it first class or second class?

19 A. -- last fall. It's -- it was a first class. I got a
20 first class. It was last fall sometime. I can't remember exactly
21 what month.

22 Q. It was last fall and you had a first class. It's still
23 valid.

24 A. Yeah, yeah.

25 Q. Second class medical.

1 A. And I can look it up real quick if you want.

2 Q. Yeah. That would be great if you wouldn't mind.

3 A. I've got it in my car because it's in my flight bag.

4 MR. VANDERKAMP: Shawn, do we need it? No, let's skip
5 it.

6 MR. DAVIS: Oh, okay. I was like I know I got it --

7 MR. VANDERKAMP: I'm not worried.

8 MR. DAVIS: -- pretty recently.

9 BY MR. VANDERKAMP:

10 Q. If you're new you had to --

11 A. Yeah.

12 Q. Had to have a physical.

13 A. I got a new one like when I applied for this job so that
14 wasn't that long ago.

15 Q. When was your check ride? When did you check out?

16 A. I checked out in May, end of May.

17 Q. Did you check out in the sim and then come here?

18 A. I did -- they didn't have me do a check ride in the
19 simulator. But I did flight training at -- well, simulator
20 training at FlightSafety. Then I went to Fargo to do flight
21 training and a company check ride in Fargo.

22 Q. And who gave you that check ride? Do you remember?

23 A. Yeah. His name is Lewis Liang.

24 Q. Lewis Lane?

25 A. Lewis Liang. L-i-a-n-g.

1 Q. Thanks. How was your training? Tell me about it.

2 A. It depended on the day. Because Lewis was also flying
3 like the line. He was flying routes. So if he had a route, he
4 would fly the route and I would just sit there right seat and
5 observe to wherever. Then we would switch once we were empty of
6 cargo and we'd do a flight -- you know, a training flight on the
7 way back to Fargo. Did lots of instrument approaches. All the
8 maneuvers. Did that for -- it was like a solid week where we flew
9 a couple times a day and then took a check ride at the end of the
10 week.

11 Q. Good. How about during your sim training, did you train
12 for go-arounds and -- you know, procedures, go-around procedures?

13 A. I think we did a go-around. And I know we did like
14 simulate wind shear and icing and stuff. I think we did one go-
15 around.

16 Q. Can you tell me what the procedures would be, you know,
17 once you decided to go around? What would you do?

18 A. Once you decide to go around -- I mean, power lever
19 forward to the max torque limit. And then, pitch up for V2 and
20 pull the

21 -- retract the flaps to 10 degrees and call the go-around.

22 Q. When would you retract the flaps to 10 degrees?

23 A. After adding power.

24 Q. Not necessarily any positive rate or anything?

25 A. Well, yeah. Add power, pitch back at a positive rate,

1 and retract the flaps.

2 Q. Thanks. How about your wind shear escape maneuver?

3 A. Pretty -- I mean, basically, pretty similar.

4 Experiencing wind shear go around. And it would be the same
5 procedure. Add power, initiate a climb, retract the flaps to 10
6 degrees.

7 Q. Good. I think that's pretty interesting. Tell me about
8 your weather training. What do you -- what did you get for
9 weather training?

10 A. Like how to read the weather?

11 Q. Yeah.

12 A. Just -- I mean, I --

13 Q. What kind of information do you get?

14 A. Right. Just the weather briefing. I use the -- like
15 the ForeFlight one a lot. Or the AviationWeather.gov for more
16 charts. But yeah, during a pretty thorough briefing. And like,
17 in my training, I basically just demonstrated that I went through
18 a thorough briefing and I understood the charts and what they were
19 telling me.

20 Q. How about online? What do you do for the weather
21 online?

22 A. Same. I do the ForeFlight pre-weather pre-flight brief
23 and go through and just look at the weather. At the departure, at
24 the arrival, and on the route at my altitude.

25 Q. How about weather avoidance? What do you use for

1 weather advice?

2 A. In flight I've got radar. So -- well, we have the --
3 what's it called? Like the ADS-B. So the NEXRAD information for
4 a broad picture and then radar, as well, to help avoid weather in
5 flight.

6 Q. On the day of the accident, the 13th of July, where were
7 you coming from?

8 A. Oh, Idaho.

9 Q. Idaho?

10 A. Yeah. One of our --

11 Q. Someplace (indiscernible)?

12 A. -- rounds. Yeah. Either -- I think it was Twin Falls.
13 No, no. It was Pocatello. It was Pocatello. I was coming from
14 Pocatello.

15 Q. How was the weather?

16 A. I remember I had to divert a little bit. Like my exact
17 route -- the route I filed for the company filed route took me
18 right through a big thunderstorm cell. And so, I filed an
19 alternate flight plan that just took me further west so I could go
20 around it. Because there was a thunderstorm building just right
21 south of Pocatello. So I avoided that by flying a little bit
22 further west than normal. And went around that. And then it was
23 smooth sailing until getting closer to Salt Lake.

24 Q. Then tell us about that.

25 A. So coming back in -- I mean, could see that there was a

1 thunderstorm developing to the west of the airport. And like at
2 the time, you know, the NEXRAD radar was showing it to the west of
3 the airport. And it was moving east so moving towards the
4 airport. And so I was watching that and listening for like the
5 guys in front of me. So I had Shane and Jim in front of me. And
6 just listening -- you know, how -- and we were talking a lot. We
7 have a company frequency. Just how is it up there. Jim was able
8 to stay clear.

9 Because I know there was some precipitation. But Jim
10 said he maintained visual of the airport the whole time. Then
11 Shane said he did, too. So I flew through a little bit of -- it
12 was like moderate precipitation. But I maintained sight of the
13 runway the whole time. It was just turbulent approaching runway.
14 But the thunderstorm was -- it was like still to the west of the
15 airport. And that's where I flew on the downwind. So I flew just
16 east of it. Yeah.

17 Q. Well, that's good. And you got radio calls from both
18 those guys?

19 A. Yeah, yeah. So I know Jim got down and then -- and I
20 was listening for PIREPs, too. Not just from those guys but from
21 everybody talking to ATC. I had lots of -- I know I had at least
22 one that I remember. Delta jet or somebody passed right over the
23 top of me on the downwind. So he was above me. So I was
24 listening to see if he reported anything.

25 And he sounded like -- yeah, I think he got down okay.

1 But yeah, I was listening a lot to Shane and Jim. And Shane, I
2 remember, he just said it was going to be bumpy. But he
3 maintained sight of the runway. And I mean, that's the last thing
4 I heard from him on the radio was just to expect a bumpy approach.

5 Q. Did you ever hear any warnings from the tower at all
6 about wind shear?

7 A. Not before. But I remember a lot afterwards. Because
8 they had me go around. They had me switch runways a couple times
9 coming in on final. And then, they ended up just telling me to go
10 around. And I do remember after holding -- they had me hold over
11 the Great Salt Lake. I heard a lot of different wind shear and
12 microburst alerts coming from the tower or approach frequency.
13 But I don't remember any before.

14 Q. Did you -- how far -- were you the next one in line
15 behind Shane?

16 A. Yeah, yeah. Um-hum.

17 Q. So did you see him?

18 A. I didn't see him. Uh-uh.

19 Q. No. So it was a couple minutes or --

20 A. Yeah, it was a couple -- like I was the next one after
21 him but I didn't actually see it. I think because they switched
22 me -- runways -- a couple times. Like first, I think I was
23 assigned 3-4 left. And then they switched me to 3-4 right. Then
24 they switched me to 3-5. And then they had me go around off of 3-
25 5. But I don't remember seeing it. Because I didn't know until

1 after I went around that there had been an accident. So I wasn't
2 really looking.

3 Q. And you didn't see him as you flew by or anything?

4 A. Uh-uh. No.

5 Q. So you were totally unaware at that point?

6 A. Totally unaware until afterwards. Um-hum.

7 Q. He said he tried to call somebody. Did he try to call
8 you on your phone? Do you know?

9 A. Uh-uh.

10 Q. Because he tried on the radios and his -- all his
11 electronics were dead.

12 A. Yeah. I guess the electronics went off. He did send us
13 a text. Like I --

14 Q. Oh.

15 A. I mean, I didn't see it until later.

16 Q. You were probably busy.

17 A. Yeah, yeah. But the text was just like, go around. But
18 yeah, I didn't see it until later. But I think he was just --
19 because yeah, his radios were out. I think he was just doing what
20 he could.

21 Q. That's good information. But you ended up holding.

22 A. Um-hum. Um-hum.

23 Q. How long did you hold do you think?

24 A. Oh, I held for a while. Probably half hour, 45 minutes.
25 Something like that. Because I told them -- I had plenty of fuel.

1 At the time I went around, I still had like two hours of fuel
2 left. So they were asking me. And so, I told them I could hold
3 over there for a while. And -- because I wanted to make sure it
4 passed. And then, once they started letting people in, they let
5 in a couple other people in front of me because they had less fuel
6 than I did. So I held for a while.

7 Q. That's good. Good thinking. One other question before
8 I turn it over to some of these other guys to ask questions. Do
9 all your planes have a cockpit video recorder?

10 A. Um-hum.

11 Q. Do you -- does it bother you? Do you look at it? Do
12 you notice anything about it? Just --

13 A. I knew it was there. But yeah, I don't -- I have never
14 -- I've never looked at any footage or anything or --

15 Q. And you guys don't have to turn it on or off or
16 anything. Right?

17 A. Uh-uh.

18 Q. It's just --

19 A. I think it's just all on automatic.

20 Q. Just on?

21 A. I think so, yeah.

22 MR. VANDERKAMP: You know, what's going to happen now is
23 we're going to kind of circle around and ask questions. Let the
24 other guys ask questions. And then, while that happens, usually
25 it generates more questions.

1 MR. DAVIS: Right.

2 MR. VANDERKAMP: But I want to give some of these guys
3 an opportunity to ask their questions, too.

4 MR. DAVIS: Okay.

5 MR. VANDERKAMP: So I'll go ahead and I'll let -- I
6 think I'll let Shawn go ahead. And you ask your questions if
7 you're ready to go.

8 MR. ETCHER: Sure.

9 BY MR. ETCHER:

10 Q. Thanks again for coming in to educate me. It's always
11 nice to have people that actually fly the airplane to help me
12 understand how it all works. So I appreciate that. I just got
13 some questions here. So they may be a little discombobulated just
14 a little bit. So sorry because Jim asked a lot of my questions.
15 He took all my fun ones. No, just kidding.

16 Kind of help me go back -- I know you're kind of a new
17 hire, I guess. Help me understand how this base works when you
18 came on. I mean, was everybody --

19 A. Salt Lake specifically?

20 Q. Yeah, Salt Lake City base. I understand there's a few
21 of you pilots that are right here, based right here.

22 A. Um-hum.

23 Q. How do you guys interact with each other? Do you guys
24 talk about issues or concerns? Kind of help me understand just
25 how the base itself works as a group.

1 A. Sure. I mean, I really like the guys at Salt Lake.
2 They've -- so before I actually started training, I got to do --
3 they sent me on like an intro flight. You know, I just sat right
4 seat with one of the guys. And he introduced me to everybody
5 which was super nice. And I had known a couple pilots who have
6 previously flown out of this base for Corporate Air. So they were
7 the ones who kind of talked me into it. So yeah, I really like
8 everybody here.

9 In the mornings when we're all pre-flighting the planes
10 together and when we're waiting for the cargo to be loaded, we'll
11 hang out and talk, you know, once we're done doing what we need to
12 do. And then, you know, we'll help -- we'll like give each other
13 kind of company PIREPs, I guess, over the company frequency. You
14 know, how is it up there, how is the ride, what are the winds like
15 at your altitude. We talk a decent amount. Yeah, it's a good
16 base.

17 Q. You say you give PIREPs to each other over the company
18 frequency. Do you get PIREPs over ATC, as well?

19 A. If it's something serious. Yeah. Like I haven't
20 personally. I've been up until this point in pretty fair weather.
21 Like not by choice. It's just been great weather since I got
22 hired in April. So I haven't had anything really except on that
23 day. I made a PIREP but besides that, I haven't had to make any
24 PIREPs besides just reporting that it's smooth. I've had ATC ask
25 me how the rides were at my altitude. And I just said it was

1 smooth. But I haven't had to really yet.

2 Q. Perfect. You've had the luck of the draw then.

3 A. Yeah, I know.

4 Q. (Indiscernible).

5 A. Really -- yeah.

6 Q. Hopefully that will keep up for you. How is that?

7 A. Um-hum.

8 Q. Let's go back to when you were in training and you were
9 in FlightSafety in the sim for -- how long was that sim time
10 training? Was it a week, was it a few days?

11 A. Yeah. I think -- well, it was like almost two weeks
12 that I was in Wichita, Kansas, where it was like the first week
13 was ground school just in the classroom. The second week was sim
14 training.

15 Q. Let's talk about your ground school for a little bit.
16 Does FlightSafety teach you Corporate Air policies and procedures?
17 Do they --

18 A. Uh-uh.

19 Q. -- just teach general Caravan procedures then?

20 A. They teach general Caravan procedures. They have access
21 to our company checklist. So towards the end of sim training,
22 they gave that to me just to like kind of start getting used to
23 it. But before then, they have their own FlightSafety checklist
24 that

25 -- that's what I was using.

1 Q. The ground school portion, what did they train you? Was
2 it just systems of the airplane?

3 A. Um-hum. Well, it was a lot of -- yeah, mostly systems
4 where it was like every day was a different system that we'd talk
5 about in the ground school.

6 Q. Did they give you basic FARs, weather avoidance, radar
7 training, anything like that, as well, or --

8 A. Um-hum.

9 Q. How was that training?

10 A. I thought it was awesome. Yeah, I thought it was really
11 thorough. My ground instructor was awesome. Made it really
12 interesting and he taught a lot. And they gave us lots of
13 resources, too. Books. The FlightSafety -- like a POH of the
14 plane and the checklists were really in-depth with like the step
15 by step but also an explanation for each of the steps. Yeah, lots
16 of study material with FlightSafety. So I thought it was really
17 good.

18 Q. That's good to hear. I always like to --

19 A. Yeah, I loved it.

20 Q. When people do training, I always like to know how they
21 --

22 A. I thought it was super-efficient. I felt really
23 prepared.

24 Q. After you finished with the ground school and the sim,
25 did you feel ready to fly the line? I mean, I know you probably

1 haven't learned Corporate Air --

2 A. Right.

3 Q. -- specific procedures. But generally, do you feel like
4 you could fly a Caravan and --

5 A. I felt --

6 (Crosstalk)

7 Q. -- weather and --

8 A. Yeah. I felt good after the sim training. And I hadn't
9 actually flown the plane yet. So I mean, I knew I needed to
10 actually fly the plane first. But like I felt pretty good about
11 the systems and procedures with it. For sure. Um-hum.

12 Q. Great. So let's talk about the sim just a little bit.
13 In the simulator, did you -- what kind of stuff did you guys do in
14 the simulator? Just kind of give me a broad cliffs notes version.
15 I know it was -- what did you say? A week in the sim?

16 A. Yeah.

17 Q. About, give or take.

18 A. Yeah. Yeah, I want to say it was five days. Yeah, I
19 think it was five days. Monday through Friday. Yeah. I mean,
20 the first day was like normal. Just get used to the simulator. I
21 mean, we did touch and goes on the simulator. Just super basic.
22 Just introduction. And then, after that, it was a lot of -- you
23 know, every day it was like, we're going to do instrument
24 approaches into this airport. And you're going to have -- your
25 generator is going to fail so you're going to have to use your

1 alternator instead. Like every simulator flight was kind of
2 geared towards learning a particular emergency situation.

3 And so, we'd kind of do a pre-brief and say, this is
4 what's going to happen. This is how you're going to have to deal
5 with it. The checklist that you're going to use for it. And then
6 we'd practice it. And then, afterwards, we'd talk about, you
7 know, how I did, how I could do better. Every simulator flight
8 was based on a particular emergency.

9 Q. During your sims, did you guys do go-arounds?

10 A. Um-hum.

11 Q. Every day? Just a few times? Just kind of help me
12 understand.

13 A. Probably just a couple times. Yeah. Like I know I did
14 one for sure when I was first like landing it. But yeah, like I
15 know I did a couple times.

16 Q. Did they -- did you know they were coming or was it kind
17 of --

18 A. I didn't know they were coming.

19 Q. So it was kind of out of the blue, if you will.

20 A. Yeah, yeah. Like the first day, you know, he was like
21 go around. So I went around. Then after that, it was just -- if
22 I needed to, which happened, I think, once. Or if -- just if he
23 told me to.

24 Q. Did you guys do wind shear avoidance in the sim?

25 A. We did one day of wind shear. Yeah. Where I just --

1 yeah. I had wind shear, I think, coming out of an instrument
2 approach. And I had to go around.

3 Q. And please, don't ever let me put words in your mouth.
4 I was trying to type as you were talking. Trying to capture stuff
5 in my brain. Did you say that the wind shear escape maneuver is
6 similar to the -- or the same as the go-around maneuver?

7 A. Um-hum.

8 Q. When you're doing a wind shear escape maneuver just --
9 I'm trying to get it in my brain. Correct. You add power, pitch
10 up, positive rate, and then you bring the flaps from -- landing
11 flaps to 10?

12 A. Right, right. From landing flaps to takeoff flaps. So
13 20 degrees to 10 degrees.

14 Q. Do you always land with 20 degrees of flaps then?

15 A. Yeah.

16 Q. So -- and the wind shear is very similar to that.
17 That's how you do a wind shear, as well?

18 A. Um-hum.

19 Q. Do they ever teach you to use the emergency power --
20 sorry. I forget the name. RTOP. Is that an emergency --

21 A. The emergency power lever?

22 Q. Yeah.

23 A. No. I haven't been taught that.

24 Q. Not even in any of your training? They ever --

25 A. Uh-uh.

1 Q. When you get in an airplane, do you ever look to see if
2 it's coppered --

3 A. The safety wire?

4 Q. Yeah, safety wire (indiscernible).

5 A. Yeah. I always check.

6 Q. Have you ever heard of anybody using that lever?

7 A. Yeah. And they burned up the engine. Yeah. So it's
8 for emergency use only. If we're not getting power. So I
9 practiced using it in the simulator but --

10 Q. You did practice it in the sim?

11 A. Yeah.

12 Q. How many times did you practice that?

13 A. I know. Well, like I said, there was one day where it
14 was kind of -- like, where you're focused on engine problems. So
15 I know I did it that day. Then I think there was another day
16 where it was kind of like -- I was going to fly and I knew he was
17 going to fail something. And I think he did it that day, too.

18 So I know at least a few -- I practiced a few times on
19 the one day where that was kind of the focus and then maybe one
20 other time.

21 Q. So when you practiced it -- I just -- I want to make
22 sure I understand how it all works. When you practiced it, did
23 they have you bring up the thrust lever, power lever? Sorry.
24 Whatever it's called.

25 A. The normal one? The power lever.

1 Q. Yeah, the normal power lever. Do you bring that up and
2 then bring up the emergency?

3 A. No. That one has got to be the -- the power lever has
4 got to be idle.

5 Q. The power lever has to be at idle to bring the emergency
6 use --

7 A. Um-hum. Yeah.

8 Q. So you have to bring it to idle before you can bring the
9 other one up?

10 A. You should.

11 Q. Did they -- did you notice any more -- from your opinion
12 -- or your perception, did you notice any more power available to
13 you when you used it compared to just normal? I know you did this
14 in the sim so --

15 A. Right. It was --

16 (Crosstalk)

17 A. -- in the simulator. I'm not sure I remember well
18 enough --

19 Q. That's okay.

20 A. -- to say.

21 Q. This isn't a check ride so you can --

22 A. Okay.

23 Q. I don't know is perfectly fine.

24 A. I was like, I honestly don't know. Yeah.

25 Q. (Indiscernible).

1 A. I didn't notice the difference.

2 Q. Right. No, and that's perfectly fine. After your
3 training you went to Fargo and you did your IOE.

4 A. Yeah.

5 Q. IOE, whatever --

6 A. Kind of. I actually did OE here in Salt Lake --

7 Q. Oh, okay.

8 A. -- after Fargo. So they had me do flight training in
9 Fargo with the instructor and then my check ride. Then here, they
10 actually had me do -- they call it OE for three weeks where each
11 week, I was with a different OE captain who was in the right seat.
12 He was just observing as I was -- and teaching me. Helping me
13 learn the routes and the procedures for this base. So that was
14 for three weeks.

15 Q. Thank you for that clarification. You're right. Flight
16 training in Fargo. IOE, OE, whatever here in Salt Lake.

17 A. Right. Yeah.

18 Q. So when you were doing your training in Fargo -- I think
19 you were paired up with a guy. He flew out on the cargo-loaded
20 legs. And then on the empty legs, you flew?

21 A. Yep, yep.

22 Q. When you were flying, did you get a chance to use the
23 weather radar or --

24 A. Um-hum.

25 Q. -- experience how to use it?

1 A. A little bit. I mean, everybody told me -- it was kind
2 of unfortunate that every day I was flying was beautiful weather.
3 So I didn't get a lot of experience with it. I did get -- I mean,
4 the best I got -- or the worst I got was on OE here in Salt Lake.
5 We had a day where we flew through some clouds and got some icing
6 and he -- we had talked a lot about the radar in training but I
7 didn't have a lot of experience actually using it. Because we
8 would turn it on and there was nothing for the radar to see. But
9 I did get some of that here in Salt Lake.

10 Q. So that training that you used to get the radar, when
11 you were in training, did it help you understand how to use it in
12 the plane or was it --

13 A. Um-hum. I knew how to turn it on and what to look for
14 and how to adjust the tilt and stuff. I knew how to operate it.

15 Q. But you just had to learn how to finesse it.

16 A. Right.

17 Q. I don't want to put words in your mouth, so apologize.
18 But --

19 A. That's okay. Yeah.

20 Q. When you did your training and then you did a check ride
21 at the end of that week or whatever it was, was that a successful
22 check ride or did you have to retrain anything?

23 A. No, it was successful.

24 Q. Congrats.

25 A. Thank you. Felt good.

1 Q. So I just -- when you were -- on the day of the
2 accident, let's talk about that. You left Pocacello [sic]?

3 A. Pocatello.

4 Q. Pocatello. I knew I was going to mess that up. When I
5 was even trying to say it, I knew it was going to be a mess up.
6 So you left Pocatello and you said there was weather near that.
7 Did you have your radar on?

8 A. Oh, yeah.

9 Q. Do you fly with your radar on a lot or --

10 A. Um-hum.

11 Q. -- does the company require it or is it just your
12 personal --

13 A. If I -- if there's any -- I don't fly on -- with it all
14 the time. If it's -- if there's -- if it's clear blue skies. But
15 if there's any sort of clouds or if -- in front of me, if it looks
16 like there's precipitation, I'll turn it on.

17 Q. In your opinion, from using it, how does the radar --
18 does it give you an accurate picture or is does it require a lot
19 of tweaking to get an accurate picture?

20 A. I think it's pretty accurate from -- because so far most
21 of my flying has been visual and so I'll turn on the radar and
22 where there is pockets of precipitation, like I can visually see
23 it. So it seems pretty accurate. You know, there was a little
24 bit of tweaking with -- they would pick up mountain peaks and
25 stuff so adjusting the tilt accordingly so that I was actually

1 picking up rain and not the mountains was good. But no, yeah, it
2 seems -- from what I've seen which hasn't been a lot -- but it --

3 Q. Well, you're a fair-weather flyer.

4 A. Exactly.

5 Q. You're lucky that way.

6 A. I know. I've been lucky so far.

7 Q. I wish I flew with people like you then because I never
8 got that luck. So it's all right. Do you use the NEXRAD portion
9 of your radar?

10 A. Um-hum.

11 Q. How do you like it?

12 A. I like that. I have that up -- so I usually have both
13 up. Because we have the G600 and that's -- all the pilots I flew
14 with -- because I flew with a few different. They all had their
15 kind of -- slightly different methods of how they like to -- like
16 what screen they wanted showing what. But I really liked having
17 NEXRAD up on the G600 right in front of me and then having the
18 radar on the -- I think it's the GMX 200. So I could kind of look
19 at both at the same time. So the NEXRAD would show me kind of --
20 I'd look at the whole route and see what's coming up in front of
21 me and then the radar. Have a little bit more, I guess, less of a
22 range. So I can see just what's right in front of me or within 20
23 miles or whatever.

24 Q. Is that the range you usually have it on is a 20-mile
25 scale or a 40-mile or --

1 A. I adjust it.

2 Q. Oh, do you?

3 A. Yeah. So it's probably mostly on like a 40-mile scale.

4 But I adjust it.

5 Q. So when you would adjust the range -- let's say you go
6 from a 40 to -- what's the next one down? Twenty?

7 A. Um-hum. I think, yeah.

8 Q. Give or take.

9 A. Yeah.

10 Q. The next scale down. We'll go with that.

11 A. Okay.

12 Q. Do you have to adjust the tilt at all or does it adjust
13 for you to accommodate?

14 A. It'll just stay the same. So you can adjust the range.
15 And then you adjust the tilt separately. They're just separate
16 buttons.

17 Q. Oh, okay. So it's not too hard to do. It's pretty --

18 A. Yeah.

19 Q. I don't want to say simple but --

20 A. Right.

21 Q. -- it's easy enough to do in flight?

22 A. Um-hum.

23 Q. How is it when it's bumpy? Is it hard to adjust it when
24 it's turbulent?

25 A. Not too bad. I mean, I haven't done it a lot. But

1 because it's buttons instead of a touch screen, I've found it's
2 not too bad.

3 Q. And I've -- that's what I kind of was hoping you would
4 ask -- answer is that it's buttons instead of touch screen.

5 A. Yeah.

6 Q. Because we've heard some people say the touch screens
7 are hard when it's turbulent.

8 A. Yeah, I've flown -- you know, when I was an instructor,
9 I flew touch screens. And when it was bumpy, it was always
10 frustrating because I'd always hit the wrong thing. But no, with
11 the buttons, like the way it's set up, I've -- I can feel it. So
12 I'm usually doing the -- hitting the right button.

13 Q. Perfect. So you're coming in -- you come out of your
14 destination. You went around that weather. You know -- notice I
15 just said your destination because I wasn't going to try and
16 butcher that name again. And you said the enroute portion was
17 just fine. There was no weather.

18 A. Um-hum.

19 Q. You were VFR. Were you in the clouds?

20 A. Yeah. Well, I mean, I was on IFR flight plan. But
21 yeah, VMC conditions. Um-hum.

22 Q. Did you ever get into IMC conditions on that route?

23 A. I don't think so. No. It was clear. Yeah.

24 Q. I forgot. You got the lucky --

25 A. I do. I know.

1 Q. -- fair weather flying. Yeah.

2 A. I've been blessed. Yeah.

3 Q. Take it while you can get it. So you're coming into
4 Salt Lake. You saw the storm building up to the west. About how
5 far west of the airport would you -- did you see it on your radar
6 or would you estimate visually?

7 A. Um-hum. Somewhere between 10 and 20 miles. But I knew
8 it was moving east towards the airport. But yeah, that's probably
9 about how far it was. Like it started over Tooele. Like I think
10 is when I first saw it on the NEXRAD because it was kind of over
11 Tooele which is the next valley over. I think that's when I first
12 noticed it. And that it was -- I knew it was moving east towards
13 the airport.

14 Q. And your downwind leg was between the cell and the
15 airport. Were you on the west side of the airport or were you on
16 the east side?

17 A. I was on the west side.

18 Q. So you were between the cell and the airport then.

19 A. Yes. Yeah.

20 Q. Is there -- and forgive me. This -- there's no way I
21 can word this question without it sounding weird but is there any
22 restrictions company-wise on how close or were you trained on how
23 close to get to cells or stay away from them?

24 A. Like the general rule of thumb is 20 miles from a cell.
25 Especially if you're seeing lightning strikes.

1 Q. Did you see lightning out of those cells at all?

2 A. I didn't see any. Yeah. And I was watching a lot of
3 the guys who were flying above me. You know, the Delta flights
4 and stuff to see if anybody is reporting anything. Because I knew
5 I'd be below them so if they saw -- you know, if there was
6 anything, they'd see it. But I didn't hear anything.

7 Q. Do you know about how far you turned your base from the
8 airport? Just an approximate. I know you don't have to get to an
9 exact scale.

10 A. It was visual. Like they'd give me the visual approach.
11 Because I was flying through some precipitation but I could still
12 see the runway. So it wasn't as far as out as it would normally
13 have been. So probably five-ish miles out I turned base.
14 Somewhere around there. Give or take.

15 Q. When you were on your base leg, is that when they moved
16 you from 3-4 left to 3-4 right or did they tell you that before
17 that?

18 A. Yeah. No, I think turning base -- and I don't remember
19 exactly. But it was at some point -- and maybe it was right
20 before I turned base, they cleared me for 3-4 right. Then it was
21 -- I think it was as I was turning final or pretty close to then,
22 right before, right after, they told me that somebody -- I think
23 the word they said was somebody was stopped or crossing runway 3-4
24 right. And so, they switched me to 3-5. And that was, I think,
25 either on final or right before I turned final.

1 Q. Did you see anybody crossing the runway?

2 A. I couldn't see it. No, I was too far away.

3 Q. Oh, okay.

4 A. But I wasn't particularly looking.

5 Q. Did they give you -- does that happen often coming into
6 Salt Lake City, moving you from one runway to another?

7 A. It happens almost daily. Where -- because they
8 typically tell us to expect 3-4 left. But they know that we want
9 -- like I think we have it on permanent request that we want 3-4
10 right because that's closer to where we park the planes so they
11 know to try to switch us over if they can. Always coming in, they
12 say expect 3-4 left. But then, most of the time, they end up
13 switching us to 3-4 right. By the time we switch from approach --
14 like from one of the approach controllers to the other.

15 Q. So you're turning final to 3-4 right first. Right?

16 A. Right.

17 Q. You were lined up on final for 3-4?

18 A. That was what I was going to do initially.

19 Q. Do you -- were you hand flying it or were you on
20 autopilot? Do you remember? I know that was many weeks ago, many
21 legs ago. I'm sure. But --

22 A. Yeah. I'm not 100 percent sure. I'm pretty sure I was
23 on autopilot. I definitely could be wrong though so I'm not sure.
24 I like -- I kind of do one and the other. Because I want to be
25 able to trust the autopilot. So sometimes I'll let it do it and

1 observe it. And other times, I'll hand fly it just so I can stay
2 proficient. So I kind of switch it up. But I'm not sure what I
3 was on at that point.

4 Q. So when you're on final, hand flying, autopilot,
5 whatever it was, was the airplane straight down the center line
6 tracking straight in or was it crabbed a little bit?

7 A. Onto --

8 Q. 3-4 right.

9 A. Onto 3-4 right. I don't remember. I'm pretty sure I
10 was pretty straight on. If I was crabbed, it wasn't a very big
11 crab. Because I think the winds were coming pretty straight on
12 the runway from what I remember. But I don't remember exactly.

13 Q. Is there a crosswind limit -- company or Cessna-required
14 limitation?

15 A. I want to say it's like 20 knots of direct crosswind.
16 Like there isn't a company but I think the POH has a demonstrated
17 crosswinds component. I haven't been close to it yet but yeah.

18 Q. Do you have a personal limit?

19 A. It would be that. Yeah.

20 Q. Everybody has their own limits. And as you get more
21 comfortable with the plane, I know sometimes those limits get
22 closer to published. So I was just kind of curious what your
23 limit is.

24 A. Yeah. We have published -- I know the company on the
25 ground has ground wind limits. But besides what's in the POH,

1 there's not like a crosswind company policy.

2 Q. What's the ground limit? Explain that to me.

3 A. If we're taxiing, if we're under 7,000 pounds, then the
4 max ground -- like wind velocity is 35 knots just to avoid getting
5 tipped over. Then if we're over 7,000 pounds, then it's 40 knots.

6 Q. That's only on the ground?

7 A. That's for ground operations.

8 Q. That helps. So you're coming in on final for 3-4 right.

9 And then, about how far out was it when they sidestepped you?

10 We'll use that phrase. To 3-5.

11 A. It was enough time that I wasn't super uncomfortable
12 with it. I still had time to switch over. It wasn't like super
13 last minute. But it was either right before or right after I
14 turned final. So it was pretty early on as far as like
15 approaching the runway from the south. I don't remember exactly
16 if it was before or after I turned final. I think I turned final
17 and had just turned final and then they sidestepped me. I'm not
18 sure exactly though.

19 Q. I know it's been a while. So my apologies. I --

20 A. That's okay.

21 Q. It's all good. You've helped me so far a lot. So I
22 appreciate it. When you -- I don't want to use the phrase
23 sidestep but when you moved over to 3-5, do you recall -- did you
24 leave the autopilot and just spin the heading to intercept or --

25 A. No, at that point, I'm sure I was hand flying it. Just

1 to avoid trying to figure out the autopilot and get -- at that
2 point, I know I definitely would have been hand flying it.

3 Q. Kind of think back to that point --

4 A. And because it was bumpy, too. And so, I just -- I had
5 disconnected it once it got like into the moderate turbulence. I
6 think I -- at that point, I was for sure disconnected.

7 Q. Are you looking at my questions? Because that was my
8 next question was how bumpy --

9 A. Oh, no. I'm not.

10 Q. Just kidding. No, but that's good. So how bumpy did
11 you say give or take? What would you call it?

12 A. Moderate.

13 Q. Moderate.

14 A. Moderate turbulence on the -- like on the downwind when
15 I was flying through the precipitation. Like Shane had told me to
16 expect.

17 Q. In this airplane, how would you know if you hit wind
18 shear. Is there any indications for you? Or microburst or
19 whatever --

20 A. Right. Like if --

21 Q. Some kind of weather phenomena that's not good.

22 A. If my air speed started dropping dramatically or if I
23 had a sudden foot per minute drop on the vertical speed indicator.
24 You know, more than normal. Just really sudden drop in air speed
25 or descent.

1 Q. Your vertical speed indicator, is it an instant VSI or
2 is it -- whatever they call --

3 A. Right. Like if it's slightly delayed. It's -- I think
4 so because it's electric. It's the G600. I think it's got to be
5 probably a little bit delayed because it's still using the -- I'm
6 not sure.

7 Q. No worries. No worries. There's no audible alert for
8 you, right, after you hit wind shear or anything like that.
9 Correct?

10 A. Not coming from --

11 Q. Other than --

12 A. -- the plane. That I've heard anyway.

13 Q. Maybe from you but not from the plane. Right?

14 A. Right. Yeah.

15 Q. Great. So you're on final. They sidestep you to 3-5.
16 You're on final for that. About how far out were you when they
17 told you -- or did you make the decision to go around?

18 A. He told me to go around. And it was still pretty early.
19 Like I was at least a mile out probably still. I was still pretty
20 high when they told me to go around. Like I was probably still
21 over 1,000 feet above the ground. So it wasn't -- it was somewhat
22 early on. Yeah.

23 Q. When you went around and you added power and did your
24 go-around maneuver, I guess, did the airplane perform like you
25 expected? Was it a little slower? Was it a little faster than

1 what you expected for its performance? Kind of help me understand
2 the performance of the airplane on that go around.

3 A. It performed like I expected it to.

4 Q. So as you're going around, any turbulence on the go-
5 around? Any --

6 A. Yeah, yeah. That was the worst turbulence I felt was on
7 the go-around. Just like over the runway.

8 Q. Kind of quantify worst. I mean, my idea of worst could
9 be your moderate.

10 A. Right, yeah. I've been a fair-weather flyer. So it
11 pretty

12 -- like I did -- that was when I did a PIREP. I reported it
13 as severe. ATC, you know, was asking -- I can't remember who
14 initiated it. I think I did. And then, he was asking me to
15 quantify it. And at first, he was like, well, was it heavy. I
16 was like, yeah, it's heavy. And he's like, wait, actually, that's
17 not a way that we quantify turbulence. Would you say it was
18 severe. So then I said it was severe. So yeah, it was the worst
19 that I felt so far on this job.

20 Q. During that turbulence, did the airplane feel
21 controllable? Was it feeling like for a moment it was like -- oh,
22 boy, I'm kind of hanging on here?

23 A. It felt controllable. But I was definitely not on
24 autopilot. Yeah.

25 Q. Would autopilot handle that kind of turbulence do you

1 think or would it kick off pretty easy?

2 A. I think it probably would have kicked off but I'm not
3 sure. Like I feel like I would rather be flying it than just
4 sitting and let the autopilot do it. So I haven't tested it. But
5 -- so I don't know.

6 Q. Yeah, no. And that's perfectly fine. I'm like you.
7 I'd rather have it in my hand so I can feel it.

8 A. Yeah.

9 Q. Other than let the autopilot mask it for me. So I
10 appreciate that honesty. So you went around and I think you said
11 you held for a little while. Thirty minutes, forty-five minutes.
12 Give or take.

13 A. Yeah, it was a while. Like somewhere between 30 minutes
14 and an hour.

15 Q. When you were holding -- so you held over the Great Salt
16 Lake. So that's west of the airport.

17 A. It's -- yeah, northwest.

18 Q. North, northwest.

19 A. Northwest of the airport.

20 Q. Was there any weather in that area or was it all --

21 A. It was clear. It was all right over Salt Lake Airport
22 and moving east. So up north, it was fine. And so if I had to, I
23 knew I could have diverted to like Ogden which is just another
24 airport north of here. Because it was beautiful where I was and I
25 could see the Ogden Airport. So if I had to, if I was running low

1 on fuel before things cleared up over here, I could have gone
2 there I knew. Because it was really nice where I was. I
3 remember.

4 Q. Was it smooth?

5 A. It was smooth.

6 Q. Really? Okay. So you're out there holding and you can
7 see the cell, I assume.

8 A. Um-hum.

9 Q. Out the window.

10 A. Right.

11 Q. Your bird's eye view -- help me understand -- what did
12 that cell look like to you? Did it look big? Did it look kind of
13 just like a small cell that just was tall? Kind of help give me
14 an understanding of what you were looking at.

15 A. Uh-huh. I mean, it seemed -- it was kind of isolated
16 where it was like a strong cell if that makes sense. Like really
17 dark. But it was kind of just right over this area. Like it
18 wasn't spreading north very far. So it didn't seem super big.
19 That's how I knew it was probably just going to pass. Because
20 there wasn't anything behind it either. So it didn't seem like --
21 I mean, it wasn't tiny but it wasn't a super big cell either. So
22 I knew it would pass. Um-hum.

23 Q. Do you see those cells out here often in this area?

24 A. Yeah. Like, you know, the one that I took off from that
25 day, I was able to divert around it. Yeah, I haven't seen any

1 cells that I haven't been able to divert around. That one was
2 just unfortunate that it was over the airport.

3 Q. Right.

4 A. But yeah, on route they haven't been big enough to not
5 be able to divert around them.

6 Q. When did you find out that the company aircraft had the
7 event?

8 A. Yeah. So I heard -- you know, at that point, it was me
9 and one of our other pilots -- we had -- I had gone around and
10 then they had sent him around, too. So we were both holding up
11 north. So we were kind of talking. And he said he might have
12 heard something that it might have been. But we weren't sure.

13 So then I went on and I asked the controller I was
14 talking to. You know, was this one of the air spurs that crashed.
15 And he said, yeah, it was one of your company aircraft. And I
16 asked how is the pilot. And he said he didn't know yet. But you
17 know, when I first talked to him. But then, eventually, I heard
18 that he was okay. But yeah, I found out while I was holding up
19 north that it was Shane.

20 Q. And I think you said Shane had sent you a text message
21 but you didn't get it until later.

22 A. Right, yeah. Yeah, he just said go around. Yeah.

23 Q. Well, it was nice of him to give you --

24 A. Yeah.

25 Q. -- a heads up to go around. That's important. Although

1 you already made that choice. It was --

2 A. Right, yeah.

3 Q. -- made for you -- you made --

4 A. Tower made it for me. Um-hum.

5 Q. I think you've answered most of my questions right now.
6 So I appreciate it. Before I pass you back to Jim and he passes
7 you to whoever, do you need a break or anything? You doing all
8 right?

9 A. I'm okay.

10 MR. ETCHER: Thanks, Jim.

11 MR. VANDERKAMP: I have a bottle of water here for you
12 if you want.

13 MR. DAVIS: I've actually got my own. I might take a
14 swig of it now.

15 MR. VANDERKAMP: Please. Albert, you ready?

16 MR. NIXON: Okay, sure. Give him a chance here to get a
17 little refreshment.

18 MR. DAVIS: Thank you. I'm good.

19 BY MR. NIXON:

20 Q. I think he was joking. You're looking at his notes. I
21 think he was looking at mine. Because I was like --

22 A. Yeah.

23 Q. Pretty much caught most of mine. But I do have a few
24 more follow-up. I've just -- Dave, is this kind of -- I'm just
25 going to act like a new captain. I'm just picking your brain

1 trying to get smart to the operation of -- because you just got
2 checked out yourself there.

3 A. Right. Um-hum.

4 Q. I'm just kind of having a little chat with you about
5 what this spec would be. What -- when you went through training,
6 was it just you or did they have like a class of a few Corporate
7 Air guys there at the sim stuff?

8 A. At that point, it was just me. As far as like in-flight
9 safety, it was me and two other guys.

10 Q. That were from the company?

11 A. Not from the company. They were -- they were also --

12 Q. They were from different --

13 A. -- flying Caravans. But just for --

14 Q. Got you.

15 A. -- different companies.

16 Q. From different companies.

17 A. So it was a three-person class. And the first week of
18 flight safety. And then the second week was just me and my
19 simulator instructor. So that was one-on-one all week. Then in
20 Fargo, it was just me.

21 Q. Just you. Okay.

22 A. Yeah.

23 Q. So there was no like two or three people at any point in
24 Corporate Air training. Correct? Just you solo (indiscernible).

25 A. Just me.

1 Q. The -- you mentioned the -- I think if I heard it right,
2 FlightSafety you were very impressed with the systems and the
3 checkout. Then you came to -- I think you checked out -- it
4 sounds like you did all your flights in Fargo and did your check
5 ride there. But how was -- the Corporate Air -- I'm sure they're
6 getting -- did they give you some ground school for their manuals
7 and all --

8 A. Um-hum.

9 Q. -- their procedures and then they -- obviously, you went
10 in the airplane and did the rest and eventually got your check
11 ride. And then, IOE or whatever they call it here. But same
12 comment. What -- how did it go overall in your mind, your
13 instructor (indiscernible)? Did you feel it was thorough? Any
14 issues?

15 A. Yeah.

16 Q. Anything that you didn't -- thought could be improved on
17 or anything in the training?

18 A. Personally, I felt good. I mean, honestly -- because
19 the OE was three weeks long. And by the end of it, I was like,
20 I'm ready to be --

21 Q. Yeah.

22 A. -- by my own.

23 Q. (Indiscernible).

24 A. Yeah. I don't need somebody --

25 Q. Yeah --

1 (Crosstalk)

2 A. -- in the right seat anymore. I felt really prepared
3 honestly.

4 Q. So everything from the FlightSafety all the way to the
5 time you got checked out to go solo, obviously, as a captain, you
6 felt everything was pretty top notch?

7 A. Um-hum.

8 Q. Did you fly with -- I understand Shane was the lead
9 pilot here. Did you fly -- is it -- what is it? Is it OE they
10 call it here?

11 A. They call OE. Operational --

12 Q. OE.

13 A. -- experience. Yeah.

14 Q. OE. Did you fly -- you mentioned you flew with a few
15 instructors. Did you fly with him at all?

16 A. Yeah, yeah. So that was my first week of OE was with
17 Shane. And he was the Sun Valley pilot so I flew with him up to
18 Sun Valley every day.

19 Q. So you had several flights with Captain King, obviously,
20 right?

21 A. Yeah. I think that was a shorter week. Like I didn't
22 fly the full week. I had just come off -- I had just come home.
23 I don't remember the exact dates. But I think it was like
24 Wednesday through Saturday that I flew with him so it wasn't the
25 whole week but I had three or four flights with him.

1 Q. If I ask you just to give me a couple words on his
2 instruction to you for those flights, what would you tell me, the
3 spec? And what you thought and all that stuff.

4 A. Right. I mean, he was good at like critiquing -- like
5 teaching me his -- what's the word -- I knew how to fly the plane
6 already. I mean, I had just barely come out of a check ride for
7 it. So then, what he was doing was kind of teaching me like the
8 specific details of this base and flying up at higher altitudes
9 than I had been at Fargo and Sun Valley. And just kind of
10 critiquing me. So it was more like specific training, I guess.

11 Q. But overall, like you said --

12 A. Oh, yeah. Overall, really good. I felt like he helped
13 me a lot that first week. Because he wasn't teaching me -- just -
14 - like we were learning -- I was learning how to fly. But he was
15 also teaching me all the paperwork and cargo stuff. How to watch
16 those kind of things. So more of the operational things --

17 Q. Got you.

18 A. -- before and after the flight, too. So he was teaching
19 me a lot and it helped a lot.

20 Q. I'm sure they had interplay with their safety programs.
21 Are you familiar with their -- I haven't seen it but supposedly
22 there's some type of bulletin board with -- what do they call it
23 -- a safety bulletin or something like that.

24 A. Yeah. They've got the safety bulletin and like the SMS.

25 Q. Have you reviewed those, the board?

1 A. Um-hum.

2 Q. You have looked at those?

3 A. And we get -- we just got an email a few days ago. Like
4 -- what do they call it. The SMS bulletin or -- yeah, newsletter.
5 We get like a newsletter every month. So we just got the one for
6 August a few days ago. So I read through that.

7 Q. Is it optional to run through it or do they make you
8 initial or something?

9 A. I don't -- as far as I know, there's not --

10 Q. There's no tracking per se.

11 A. There's not a tracking for it.

12 Q. It's on your own. They assume you -- and what was on
13 the last one? Kind of general sense. What did they have? Just
14 curious.

15 A. The last one --

16 Q. I mean, was it accident or some topic for weather or --

17 A. It was. Oh, yeah. It was weather.

18 Q. It's okay⁴⁹

19 . Just looking for a general sense what --

20 A. Yeah, no. It was --

21 Q. If you remember anything.

22 A. It was about weather. They had -- like there was --
23 what do they call it. Like a case study in it. I think it was
24 having to do with weather. I think it was just mostly about
25 weather.

1 Q. Probably good timing for it, you know. (Indiscernible).

2 A. Yeah.

3 Q. I think I know this answer because you tell me you've
4 been kind of lucky with the weather. But you've been checked out
5 here a couple months on your own. Any go-arounds or -- I'm
6 assuming you didn't do a wind shear escape maneuver. But have you
7 done anything go-around-wise since you've been flying on your own
8 here?

9 A. I haven't had to yet. No.

10 Q. Besides the --

11 A. Besides that. Yeah.

12 Q. -- one you did -- yeah.

13 A. Besides that.

14 Q. (Indiscernible).

15 A. I haven't had to do a go-around.

16 Q. I didn't think so. Then help me on the training. You
17 said you practiced both go-arounds. And if I remember correctly,
18 you did an escape -- you know, the wind shear escape maneuver.
19 They may call it something else but --

20 A. Right.

21 Q. In training at FlightSafety, was any of those topics
22 covered further with Corporate Air in the ground or the oral or in
23 the airplane?

24 A. I think we did a go-around because he had to see me do -
25 - we did one or two probably during training. Where I was

1 actually flying the --

2 Q. Flying.

3 A. -- plane with Louis (ph.). Yeah.

4 Q. Well, do you remember if it was briefed or was it kind
5 of a no-notice go-around? Do you remember?

6 A. It was a no -- I think like we had talked about what I
7 would do on the ground beforehand. And in the flight, it was a
8 no-notice.

9 Q. Somebody just said go around just out of the blue.

10 A. Yeah. Or --

11 (Crosstalk)

12 A. -- like -- because a lot of times I'd be on instrument
13 approaches. And he would say you know, you don't see it. And
14 then I'd have to execute the missed approach.

15 Q. Then help me with that -- I think you called RTOP. I
16 heard you guys talking. Like I said, I'm the new guy. I'm trying
17 to figure out the -- I know it's emergency power -- I think you
18 told me you had to have the throttle back to idle and then use
19 that to -- is that --

20 A. Um-hum.

21 Q. So if -- let's say you had the throttle up high or maxed
22 and you used it, what would happen? Would it be able to engage
23 still? You know, once again, I don't know anything about it.

24 A. I think it's just like --

25 Q. (Indiscernible).

1 A. It would just dump way too much fuel into the engine at
2 once or something like that where it would just -- it would be
3 terrible for the engine.

4 Q. So you actually have to -- if you're in trouble, you
5 have to bring one back and put the other one back up? Is that
6 correct?

7 A. The other one is supposed to be idle. Yeah.

8 Q. Wow, interesting. Then what -- in the book, I mean,
9 obviously, you could -- you might fry your engine as you mentioned
10 earlier. But what does it give you extra? Do you know? How much
11 horsepower or whatever. Do they tell you what extra they give
12 you?

13 A. I don't remember.

14 Q. Percentage or anything. It doesn't.

15 A. I could look it up if you want. But I don't --

16 Q. I'm just curious.

17 A. -- remember off the top of my head.

18 Q. I'm just curious for my own knowledge. I don't know.
19 But -- and obviously -- did you use that -- you said once in the
20 sim you actually used it.

21 A. Yeah, I used it. And it was like a lot. Like in one
22 day, we practiced it like multiple times.

23 Q. And then, what were you using it for? Just curious.

24 A. Where like -- if -- you know, if I was flying and then
25 all of a sudden, my power dropped because I had an engine failure

1 engine governor failure, then I would be able to use the emergency
2 power to fix that.

3 Q. So mostly deal with the power loss type of thing. Is
4 that correct?

5 A. Um-hum. Yeah.

6 Q. Just trying to get smart to this stuff, obviously. I'm
7 not used --

8 A. Yeah.

9 Q. -- so training, just to emphasize I think from your
10 previous talk, you felt the weather radar stuff was all covered
11 adequately. You felt --

12 A. Um-hum.

13 Q. Because you probably use that in your previous flying
14 I'm assuming.

15 A. Yeah.

16 Q. Yeah. So that's something new to you. So you felt --

17 A. They taught me a lot. How to --

18 (Crosstalk)

19 A. -- use it and --

20 Q. You felt pretty confident that even though you hadn't
21 had really that much weather --

22 A. Right.

23 Q. -- until probably the -- it sounds like the accident
24 day, for the most part. But is that a true statement? You felt
25 pretty confident in the radar use and everything?

1 A. Um-hum. Yeah. They had me like kind of play with it.
2 How to pull up the legends and how to adjust the settings and how
3 to pull it up so I knew how to work it.

4 Q. So you feel very confident if you had to dodge weather
5 or whatever, you're good to go basically?

6 A. Um-hum.

7 Q. How difficult is it flying single pilot and playing with
8 all those dials and everything, I guess.

9 A. It's nice when you're on autopilot.

10 Q. Yeah.

11 A. It's not too bad. And once you practice it -- because I
12 did like kind of playing with it. If I was just flying straight
13 and level on autopilot just to kind of get used to all the buttons
14 and how to do things. And it's not bad at all.

15 Q. It's not bad.

16 A. Yeah.

17 Q. And then, let's kind of go -- I think that covers the
18 training part. Let's take it down to the accident day. Fast
19 forward there to last month. Make sure -- I don't even know how
20 to pronounce it. Pocatello, I guess. Is that --

21 A. Yeah.

22 Q. So when you were there -- obviously, you drop your cargo
23 off. You get reloaded. And then, do you -- what's your process?
24 You check back with the flight following here at the Corporate?

25 A. Um-hum. Once I land or --

1 Q. Yeah, yeah.

2 A. Yeah. So once you land, you always call flight
3 following.

4 Q. Do they give you any update or anything -- I'm sure they
5 do

6 -- with the weather and all that stuff? What did they have
7 when you checked in with them? Anything special for Salt Lake?

8 A. Like on that day?

9 Q. Yes.

10 A. After I landed?

11 Q. Um-hum. Before you came here back to Salt Lake.

12 A. Oh, before I came here back to Salt Lake.

13 Q. Yeah, yeah. So you checked in. Hey, I'm on the ground
14 loading up or whatever --

15 A. Right. Okay, got you. So in Pocatello --

16 Q. What was the (indiscernible) I guess.

17 A. Checking in to come back into Salt Lake. Like they make
18 sure -- I went through the weather.

19 Q. Did you call -- I'm assuming you called them?

20 A. Yeah, so I call them and I check in and say -- I need to
21 tell them the plane I'm going to be in, how many hours of fuel
22 that I have on board. And if I need an alternate, I tell them
23 what my alternate is. That day, you know, the forecast or -- if I
24 didn't need an alternate.

25 Q. So you didn't have an alternate for Salt Lake. Correct?

1 A. Right. Yeah. I didn't have an alternate.

2 Q. Did they have anything special for you about the weather
3 here or anything? Warning?

4 A. Uh-uh.

5 Q. When you looked at the -- whatever -- the weather
6 yourself -- I'm assuming you do a little shopping yourself there
7 before you get in the airplane.

8 A. Um-hum.

9 Q. Any concerns with the weather at Salt Lake that --

10 A. I knew there was going to be -- I don't remember exactly
11 what the TAF said but I knew there was a possibility of
12 thunderstorms on the route. And on the TAF at Salt Lake, it
13 probably said thunderstorms in the vicinity or something.

14 Q. So you knew it was going to be a little sporty but --

15 A. Yeah, I knew there was potential.

16 Q. You're -- how long is the duration about from -- to get
17 here from Salt Lake?

18 A. From Pocatello, it's an hour.

19 Q. Hour.

20 A. Yeah. Right about an hour. Maybe a little less.

21 Q. So I know you took off almost simultaneously with
22 Captain King, obviously, because you were in the pattern at the
23 same time. Roughly --

24 A. Right, yeah.

25 Q. It was about the same duration.

1 A. He had taken off before me.

2 Q. Yeah, just slightly. But in route -- as you got closer
3 -- once again, I go back to that single pilot thing. You
4 mentioned

5 -- you talked about the cell to the west of the field and
6 everything. When is the last time you looked? How far out were
7 you? Because you can't -- you know, you can't be on final looking
8 at your radar, obviously. But when is the last time you saw the

9 -- you did a check for where that cell was? You said it was
10 about -- I remember you said -- you told us you were watching the
11 cell because it was moving east which was toward the field.

12 A. Um-hum.

13 Q. So when was the last time -- about how far out were you?
14 Do you remember when you checked it approximately?

15 A. I mean, getting -- probably getting close to the
16 downwind. Yeah. I mean, I think I had the weather -- the NEXRAD
17 up the whole time. I don't think I probably ever turned it off.

18 Q. I think you're looking at my notes again.

19 A. Oh, okay.

20 Q. That was my next --

21 A. Yeah, well, I usually --

22 Q. Did you have your --

23 A. -- just leave --

24 (Crosstalk)

25 Q. -- cut off or did you have --

1 A. I usually leave --

2 Q. -- it on the whole time?

3 A. -- the NEXRAD on and then I probably turned off the
4 radar because I was in precipitation. I don't remember exactly
5 when I turned it off. But we have to have it off before we land.
6 So I probably turned it off on the downwind or something.

7 Q. Downwind. You mentioned the precip earlier from -- I
8 think it was the questions from Shawn or -- I believe it was Shawn
9 or maybe Jim. But it was on downwind. How would you quantify
10 that? Was it moderate, light, or --

11 A. Probably moderate.

12 Q. Moderate. And then, did you catch it on final? I know
13 you had a little bit -- they switched runways up. But did you
14 have any time on final -- precip?

15 A. I don't think there was any -- if there was, it was like
16 really, really light. Just a few droplets. I was in the
17 precipitation --

18 Q. So nothing that got your attention, nevertheless.

19 A. No. Uh-uh.

20 Q. Okay. And then, I know we talked about looking at the
21 storm, you know, in general, big picture. But could you see -- I
22 know they got different names for it. But you know when it comes
23 down, they got the big -- the rain coming down where it's dark.
24 Did you see anything where it was downpouring or anything close by
25 when you were on downwind?

1 A. Yeah. The -- it looked like I -- there was some between
2 me and the airport. There was just like a little pocket where it
3 looked like it was coming down pretty hard. But not hard enough
4 that I really lost sight of the runway.

5 Q. And I'm not familiar with the area out here. But I
6 don't know if it's -- you know, what's out there. But was there
7 anything on the ground you could see, too, like dust or anything
8 that would be from the winds?

9 A. Oh, like --

10 Q. Yeah.

11 A. -- from a microburst?

12 Q. Yeah, anything like that nearby? Anytime in the
13 approach or -- not just downwind but the whole time you were in
14 the pattern?

15 A. Right. Not that I noticed on the ground. Uh-uh.

16 Q. And you talked about turbulence, you know, especially on
17 the go-around. I know it was got worse, progressively worse. And
18 I think you quantified it as severe finally after a little
19 conversation there. But so I got all that part. You know, you're
20 bouncing around and everything. But going back to downwind all
21 the way until your go-around, did your air speed ever -- like
22 (indiscernible) times it's -- especially in turbulence, you're
23 going to get it plus or minus. Was it jumping pretty good, too,
24 your air speed back and forth? Do you remember?

25 A. It was definitely jumping. Yeah. It was definitely

1 jumping. Not to the point where like --

2 Q. Could you give a range?

3 A. -- I was approaching a stall.

4 Q. Was it plus or minus five or ten or -- just curious.

5 About what -- can -- or a couple?

6 A. Probably plus or -- I mean, if I was just guessing,
7 right, because I don't remember.

8 Q. Sure, yeah. Just ballpark. I know you were bouncing
9 around so it's hard --

10 A. Plus or minus ten --

11 Q. -- to see it, too.

12 A. -- or so. Something like that.

13 Q. Plus or minus ten. Was it getting to where you had to
14 add power or something, every once in a while, because you were
15 worried about the speed going --

16 A. On the approach or --

17 Q. Anywhere on downwind or --

18 A. Yeah.

19 Q. Because of the turbulence?

20 A. Right. Yeah. I added some power just to make sure I
21 wasn't getting too slow. But I also wanted to make sure I stayed
22 below maneuvering speed. But I feel like I kept it in like a
23 normal -- I just added enough power to keep it at a normal range
24 of speed where I (indiscernible).

25 Q. But you did definitely add some power though. Because

1 given the turbulence or whatever.

2 A. Um-hum.

3 Q. Then help me out here. Because once again, going back
4 to single pilot -- I'm new -- trying to figure --

5 A. Right.

6 Q. -- things out. How do you juggle all this stuff with
7 crosswinds. So same question. Just like the radar. You're
8 getting the distance, how close -- how do you get your crosswind
9 update? When is the last time you updated what the crosswind is?
10 You got to do some -- it's not like you can pull --

11 A. Right.

12 Q. -- a chart out and say, oh, yeah, it's only 15 knots or
13 whatever. So when is the last time you calculated -- or did you
14 do after takeoff? What did you calculate the crosswind and when
15 was the last time you did that for the approach?

16 A. If I remember right, I think there was somebody on the
17 other runway that did a wind check. So -- and like, when I was on
18 base or something -- like sometime pretty soon before I landed,
19 they did a wind check with tower.

20 Q. Sure.

21 A. Obviously, I heard the ATIS before I came in. Then I
22 think somebody did a wind check. And I -- I mean, I obviously
23 don't remember it now what they were. But I remember it was good
24 enough for me to -- I felt like I could land it. Like it was not
25 too much of a crosswind or anything.

1 Q. So it was below your -- I think your personal limit is
2 20. So you felt it was below that.

3 A. Um-hum. Yeah, for sure.

4 Q. But you don't remember making any -- you don't make a
5 firm calculation like on the ground or somewhere when you're
6 approaching the fields. Say, I know -- okay, I got 15 with the --

7 A. Right.

8 Q. Or whatever. That -- nothing like that was done.

9 A. Uh-uh.

10 Q. You just kind of mentally going through it, basically.

11 A. Um-hum.

12 Q. Ballpark. Let's see here. You mentioned the VBI. Is
13 there anything in the VBI that they train you or is this your
14 personal thing? You mentioned if you saw something where, you
15 know, the bottom fell out from you or something.

16 A. Is that the vertical speed indicator?

17 Q. Yeah, yes. Would you -- you kind of mentioned that --
18 you kind of used that as a potential tool for the wind shear or
19 something. But is there anything they train you to look out for
20 like a limit or anything like that. Like more than 1,000 or
21 whatever it may be. Is there anything that's mentioned on that in
22 training, I guess, bottom line?

23 A. We're just taught to keep it stable. So I mean, if I go
24 from 500 foot per minute descent and then all of a sudden, it's
25 2,000 foot per minute, then that would be a good indication of a

1 microburst.

2 Q. Where are you taught that? Was that in Corporate Air or
3 back to your FlightSafety or --

4 A. Probably both.

5 Q. Both?

6 A. Yeah. Because I know we talked about it in
7 FlightSafety. We probably talked about it in Fargo, too. The
8 stabilized approach is emphasized multiple times.

9 Q. Let's see if I had anything else for you. You -- you
10 know, obviously, at some point, in that flight, unfortunately, you
11 heard your last compadre crashed. You're not sure of the outcome
12 then. You got an update later which was good news, obviously.
13 But I'm sure it helped your landing. I'm glad they got that to
14 you.

15 But --

16 A. Yeah, yeah.

17 Q. That being said, looking back now, you had severe
18 turbulence. Kind of gets me thinking being that new captain, what
19 is the turbulence limitation? Do they have any with the company
20 or anything? Or the airplane have them for --

21 A. Right. Like if I -- for example, because I reported it
22 as severe --

23 Q. Yes.

24 A. -- our mechanic has to go through an inspection and make
25 sure it's still airworthy. I don't know exactly what he looks at.

1 But I know he has to inspect it if --

2 Q. So you have to write it up basically if you get --

3 A. Um-hum. Yeah.

4 Q. Is there any limitations besides just telling you to
5 write it up for your flights?

6 A. I don't think so.

7 Q. That you're aware of, I guess.

8 A. Yeah. I mean, I know we're supposed to --

9 Q. And once again, I'm just --

10 A. -- keep it like --

11 (Crosstalk)

12 Q. I'm just making sure I don't do something --

13 A. If it's turbulent, I know the --

14 (Crosstalk)

15 A. -- company policy is to keep it below the maneuvering
16 speed which for us is like our fast bug plus 40 knots. So I know
17 we're supposed to keep it below that to prevent damage to the
18 airframe. So there's that. And if you encounter severe, to
19 report it and let the mechanic inspect it.

20 Q. So obviously, in this case, you had to make the writeup.
21 Correct? And --

22 A. Right.

23 Q. That day. I think that's all I have for first round.
24 So thank you very much, Captain. Appreciate it.

25 A. Um-hum.

1 MR. VANDERKAMP: Wow, that was a bunch. How about you?
2 Would you like to ask questions now?

3 BY MR. SHUMWAY:

4 Q. Yeah. So after that inspection on the airframe, did you
5 get a report? Was there any --

6 A. I didn't. So I mean, I honestly, I had forgotten. I
7 didn't report it. I reported the severe turbulence and I failed
8 to tell our mechanic. So he heard about it. I don't know who
9 told him. But he ended up inspecting it. And so, then he -- one
10 of the other pilots told me like, hey, if you ever encounter
11 severe turbulence, you have to tell the mechanic. So I was
12 corrected on that because I hadn't initially. But then, yeah, the
13 mechanic told me that he had inspected it and signed it off. That
14 it was airworthy.

15 Q. No other report than that. Huh?

16 A. Uh-uh.

17 Q. So you just write it up in the daily maintenance record.

18 A. Right. I think --

19 Q. As the company policy.

20 A. I would have to ask -- yeah, exactly. What the company
21 policy is. Like where I would write it. Because I didn't do it.
22 So I'm not sure exactly if I would write it down like on the AFR
23 sheet, the aircraft flight record. If I would write it down on
24 that. Or just tell the mechanic. I'd imagine I'd probably write
25 it on the AFR and tell flight following. And then he would tell

1 the mechanic to inspect it.

2 MR. SHUMWAY: I don't have anything other than that.

3 MR. VANDERKAMP: Great. Thanks, Kerry. We'll go to the
4 callers online. How about Dave. Do you have anything?

5 BY MR. OYLOE:

6 Q. I have a couple of things. Zach, what do we use the
7 emergency power lever for or what failure would that be?

8 A. The NG governor (ph.) failure.

9 Q. Is there another name or term for that? Would be P3
10 failure maybe?

11 A. Oh, yeah. The P3 failure.

12 Q. So that basically is the pneumatic air that runs the
13 fuel control unit. And it fails. So we have no way to run our
14 fuel control unit. Right?

15 A. Right. So that's why we need the emergency power lever
16 to -- so then, rather than letting the NG governor meter the fuel,
17 we're manually doing that with the emergency power lever.

18 Q. It has nothing to do with supercharging or using
19 superpower to run the airplane out of those bad situations?

20 A. No.

21 Q. Then on -- do you know the definition of a demonstrated
22 crosswind from the manufacturer on a normal category?

23 A. Just the -- like the maximum demonstrated crosswind
24 component. Just the -- I mean, it's maximum demonstrated
25 crosswind components so just whatever the maximum direct crosswind

1 landing that's been, I mean, demonstrated by a test pilot or
2 somebody.

3 Q. It's basically with no correction landing maximum. So
4 if you have a little bit of correction when you slam the airplane
5 on the runway (indiscernible). That's what the demonstrated
6 crosswind is. Then also I had one more. Oh, on the severe.
7 Obviously, you found out that if you report severe that the
8 aircraft would sustain damage. Was anything flying around inside
9 the cockpit when you were encountering that turbulence?

10 A. No. Nothing was flying around that I noticed at the
11 time.

12 Q. Did you have momentary loss or control of the aircraft
13 at all or one wing drop without any input at all or --

14 A. No. I maintained control of it. It was just the most
15 turbulence I've ever felt. So just in kind of the heat of the
16 moment and with ATC kind of -- like the -- I think tower
17 controller -- I -- you know, it kind of led me to report it as
18 severe. Not intentionally. But I don't know. It just felt
19 heavier than anything I'd ever felt before. But I maintained
20 control of it. And there was nothing flying around.

21 Q. And our throttle or our power lever when we push that
22 forward, can we push the turbine beyond (indiscernible) if we
23 needed?

24 A. We could push it.

25 Q. Not --

1 A. Yeah. It could go beyond its limits if we use the
2 emergency power lever.

3 Q. No, no. Not the emergency power. The normal power
4 lever. Normal operating --

5 A. Oh, yeah.

6 Q. -- procedure. We could push that right up to the
7 screens on the avionics and we can produce probably twice as much
8 power as we need. Right?

9 A. Right.

10 Q. (Indiscernible).

11 A. Yeah. A lot of times -- because we have the torque
12 limit. So we're not able to push the power lever all the way
13 forward. We have to pull it back a little bit so that we don't
14 exceed the limitations.

15 Q. -- so there are no -- there is no computer stops or any
16 FADEC system. You can use whatever you put in at that lever.

17 A. Right.

18 MR. OYLOE: That's about all I have. Thank you.

19 MR. VANDERKAMP: Thanks, Dave. That kind of cleared up
20 a couple things, I think.

21 Paul, I'll bet you have some questions for us.

22 MR. SUFFERN: Yeah, good afternoon, everyone. And thank
23 you, Captain Davis, for your time today. I really appreciate it.
24 I'm probably going to jump around a little bit more.

25 MR. DOMBROFF: Guys, guys. This is Mark. Can I suggest

1 -- we've been going an hour and ten minutes. Shawn, can we take a
2 few minutes break, please?

3 MR. VANDERKAMP: Sure. That's a good idea. We can do
4 that. We'll go ahead and take a break now. It's 2:15. We'll
5 secure the recording and take five minutes. See you guys in five
6 minutes.

7 MR. DOMBROFF: Thank you.

8 (Off the record.)

9 (On the record.)

10 MR. VANDERKAMP: Everybody is back on. Paul, go ahead
11 if you have some questions.

12 BY MR. SUFFERN:

13 Q. Thank you, Jim. Captain Davis, I appreciate your time
14 today. And just -- I'll probably step around a little bit more
15 than other folks as far as questions but again, I appreciate it.
16 Going back to training and things like that you mentioned both at
17 FlightSafety and then also at Corporate Air, were there any
18 pictures or visual cues of what a microburst looks like that you
19 were allowed -- or available for you?

20 A. Pictures or like visuals --

21 Q. Yeah. Like a cloud would look like this and it has a
22 potential microburst coming out of it. It looks like this
23 underneath that cloud or something like that.

24 A. Yeah. I know I saw one. I don't remember at what point
25 in the training. You know, if it was at FlightSafety or if it was

1 at Corporate Air. But I know we did look at like a -- kind of a
2 diagram of a microburst, I guess. And kind of the effects of it
3 as it comes down and then spreads outward once it hits the ground.
4 So I know I saw that when we were talking about it.

5 Q. Yeah. I think I'm familiar with that diagram there.
6 But were there any clues of -- or any pictures of real world
7 clouds with like a microburst in it or any kind of videos or
8 anything, time lapses?

9 A. Right. I think I watched a video in INDOC which is a
10 part of training with Corporate Air. I was in Billings for that.
11 I did a week of indoctrination. Company policies. But there was
12 a day where we watched videos on that and some other things, too.

13 Q. Thanks. Could you kind of step me through the, again,
14 back to the pre-flight weather and things like that you had
15 available? I know you mentioned ForeFlight and
16 AviationWeather.gov. Can you kind of step me through what
17 products on either of those sites that you looked at?

18 A. Yeah. I mean, I really like looking at -- I mean, on
19 ForeFlight, there are the NOAA charts. So I -- I mean, I look at
20 the METARs for the airports, destination, and departure airports.
21 And then on the route, as well. So METARs, the TAFs. Then I like
22 looking at the surface analysis chart and the weather depiction
23 charts and the -- like the cloud -- what's it called -- the cloud
24 layer chart. And the surface winds. I can just pull up the last
25 one I was looking at this morning for Pocatello. But those are

1 like the big ones. And then, the -- like the winds aloft and the
2 icing forecast chart. Let's see. Oh, and like -- AIRMETs and
3 SIGMETs and NOTAMs and PIREPs. I mean, all those. I looked
4 through all those before the flight.

5 Q. Out of those tools, what do you find most helpful for
6 you as a pilot?

7 A. I mean, the TAFs have been really useful. Then on the
8 weather briefing, the NOAA surface wind forecast chart has been
9 really helpful with predicting thunderstorm and thunderstorm
10 locations. Like where they're going to be building up. So I like
11 taking a good look at that one. Then the -- on the -- I think
12 it's called the vertical -- what's it called. The vertical cross
13 section chart. They show like where areas of potential icing are
14 going to be. And pockets of turbulence and stuff. So I mean, I
15 like looking at those charts in particular for icing and
16 thunderstorm locations.

17 Q. Thanks. That's real helpful there. As far as -- going
18 back to what you have available, we'll just go back to, say, the
19 accident day there and what you had pulled up. And you mention
20 NEXRAD. Is that like on a glass display in front of you? Is that
21 through ForeFlight? Is that through --

22 A. It's on a glass display.

23 Q. What is that NEXRAD (indiscernible)?

24 A. Yeah. So it's on a glass display in front of me. So I
25 have the G600 which has -- like the left half is a PFD, the

1 primary flight display. Then the right side is the multi-function
2 display. And that -- I mean, it has a lot of different screens I
3 could be looking at. And one of them is the NEXRAD weather page.
4 So that's the one that I usually have up.

5 Q. And on that NEXRAD weather page, does it allow overlays
6 of other things like METARs or wind or surface fronts or anything
7 like that? Or is it just strictly NEXRAD?

8 A. Yeah. So it does have all that. I think -- like there
9 are settings you can adjust. But I mean, it shows the NEXRAD
10 radar. Then it'll show the winds aloft, flags, and frontal -- the
11 surface analysis. So frontal locations and high and low pressure
12 systems and all that overlaid on it.

13 Q. And then, on your accident -- or not your accident
14 flight. On the day of the accident and your flight into Salt
15 Lake, do you recall what you had? Did you just have NEXRAD up or
16 did you have other things overlaid? If you can recall.

17 A. I had the standard -- so at Corporate Air, like on the
18 weather page, there's a few different pages you can -- like you
19 can have weather map one or weather map two, or three, or four.
20 And the weather map one, that's the one where we're not supposed
21 to adjust it. Like play with the settings. Because that has --
22 at least what -- what we should be looking at. It's got NEXRAD
23 and winds aloft. And so, I think I had that one up. And I mean,
24 it'll also show AIRMETs and SIGMETs. It'll have those on display,
25 as well, if there are any of those. Or like super-cooled droplet

1 threats. So I had that up, as well as the radar. I had those two
2 screens up.

3 Q. On any of those displays, is there a functionality or a
4 button or something like that or -- I guess not a button. But an
5 overlay for lightning data?

6 A. Yeah. It'll show like an X for a lightning strike.

7 Q. On the accident day, do you recall having that up or
8 seeing any of those lightning things on the display?

9 A. I know for sure I had seen some the one -- that I
10 diverted around Pocatello. Then coming into Salt Lake, I think I
11 -- I don't remember exactly. I think I might have seen a couple.
12 Like when it was west of the airport. Then I don't remember
13 seeing on the screen or -- because I was looking outside a lot
14 once I was closer. I don't remember seeing any lightning, like
15 actually seeing any. But I had the screen up for sure.

16 Q. Thank you. That's very helpful. Turn back to a little
17 bit more about the weather radar that you have on board. I know
18 that you mentioned that you had it on. Do you remember the tilt
19 settings that you had it on during -- when you were on approach
20 near Salt Lake?

21 A. Typically, I've had it on -- it's like anywhere between
22 four and five degrees up. So like 4, 4.5, somewhere in there. I
23 don't remember exactly what it was on. But it would have been
24 somewhere right around there.

25 Q. And then I believe that you mentioned that it was policy

1 to turn the weather radar off by the time you land. Is there a
2 certain -- is that true and is there a certain time frame that
3 they like you to have it off by?

4 A. I don't know if it's like a set policy that I could --
5 you know, like written down in our company handbook or anything.
6 But I know it's general practice at least -- I've been switching
7 it off either -- once I -- as soon as I don't need it anymore --
8 you know, if I can see the airport and there's nothing between me
9 and the airport. Or at least, like at the latest, like in the
10 pattern, downwind turning base or something like that. But before
11 final.

12 Q. Is there any policy to have it on on any particular
13 flight or is it just personal practice?

14 A. I know there's a section in our whatchamacallit -- our
15 GOM, our general operations manual, about weather radar. So I'd
16 have to look in it to see if it's actually like a policy to have
17 it up. I know I do if there's any potential cells in front of me
18 or anything. But as far as like what's written in stone as a
19 company policy, I'd have to look at it. Which I can if you want
20 me to

21 but --

22 Q. No, no. I don't think that's necessary. No. But I do
23 appreciate that. Jumping around for just a couple more. On your
24 -- not -- so not taking on the accident day. But on your other
25 approaches and doing this route into Salt Lake City, have you ever

1 heard reports of low-level wind shear, PIREPs, I guess, from air
2 traffic control before either to you or on frequency while you
3 were in the pattern?

4 A. Like just in general or -- like in general or that day?

5 Q. Just in general. Yeah. Not on the accident day.

6 A. Right. Yeah, I've heard like PIREPs. People reporting
7 to tower. I've heard that before. And I've given those types of
8 PIREPs before as a flight instructor and stuff. So I'd heard them
9 before.

10 Q. What is your expectation of air traffic control when
11 they receive a PIREP or something like that about low-level wind
12 shear?

13 A. To pass it along. I mean, a lot -- because up until
14 this point, I haven't had a ton of experience in the Salt Lake
15 Airport before this job and now I have. But most of the time, it
16 hasn't been that bad of weather. But I instructed a lot out of a
17 towered airport south of here. The Provo Airport. And I know if
18 either I reported it or if it was reported by another pilot, that
19 the tower would let everybody know. Like he would broadcast it on
20 the frequency about the report of the wind shear.

21 Q. Then -- yeah, so we'll just stick down to Provo here, I
22 guess, since you have a little bit more experience there with
23 these types of reports. About how long would air traffic
24 typically continue to pass along that PIREP or would your
25 expectations be of them to pass that along?

1 A. Like I know in a couple cases where I experienced it,
2 they passed it along pretty quickly. I heard the pilot make the
3 report and then -- so I had already heard it. And then, the tower
4 told me again. So like I -- he made sure I knew about it. Then
5 he -- at that point, the tower -- at least he would ask if we
6 experienced any wind shear on the approach after that or anything.
7 So that he was, I guess, being updated on the conditions.

8 Q. Then I guess -- sorry, just one thing back on one of the
9 previous questions. On your -- and I apologize for jumping
10 around. For the tilt management and things that you mentioned
11 while you were flying down there, you had it on, you know, four to
12 five op. Were you trained to do that by FlightSafety? Is that
13 just kind of what you picked up along the way having flown with
14 other folks, and that's kind of how they had it tilted flying in
15 and around or near weather?

16 A. Yeah, I mean, both. We talked about it at FlightSafety
17 and then again with Corporate Air's training. So like we talked
18 about it on the ground and then I was shown it in the flight, in
19 the cockpit, too, how to use it and adjust the tilt and where to
20 put it.

21 Q. Thanks. Sorry for jumping around a bit.

22 A. That's all right.

23 Q. Then just -- I think I just had two more here. There is
24 -- is there anything weather-wise that really doesn't work for
25 you, either a forecast or a graphic or things like that that you

1 wish was better?

2 A. Huh. That's a good question. Not that I can think of
3 off the top of my head. Sorry.

4 Q. No. You know where to find us if you do.

5 A. Yeah.

6 Q. And I'm a meteorologist so you can tell me anything
7 because I'll be wrong half the time anyway. Then one final
8 question. Are there any weather tools or things that you wish
9 that you did have?

10 A. Like in the cockpit?

11 Q. In the cockpit, on the ground.

12 A. Or just in general?

13 Q. From ForeFlight, AviationWeather.gov. You know,
14 anything.

15 A. Right.

16 Q. If you won that \$1 billion or whatever, you know, and
17 were still flying and could have any tool out there or think of
18 any tool and hire a bunch of people to make it for you, what would
19 it be?

20 A. Right. I mean, I'm sure if I thought about it long and
21 hard enough, I could probably come up with something. But off the
22 top of my head, not really. Like I feel like I have access to
23 most adverse, I guess, forecast adverse conditions, forecasts.
24 And for the most part, they seem pretty accurate and really
25 helpful. Like the NEXRAD in the cockpit is awesome. There is

1 like the super-cooled liquid threat. Doesn't seem super accurate
2 all the time if that helps.

3 I mean, I've had it predict super-cooled liquid droplet
4 threats when there's -- when it's clear in a million. Like
5 there's nothing in front of me but it's telling me to watch out
6 for super-cooled liquid droplets. So I mean, that's the only
7 thing that's -- that I've really noticed that hasn't been that
8 helpful so far.

9 Q. Super. Thank you so much, Captain Davis. That's the
10 all the questions I have. I appreciate it.

11 A. Yep.

12 MR. VANDERKAMP: Thanks, Paul. Everybody has had a
13 chance to say something. So it's my turn again.

14 MR. DAVIS: Sweet.

15 BY MR. VANDERKAMP:

16 Q. Talk to me about stabilized approaches. Do you have a
17 definition -- I mean, does the company promote stabilized
18 approaches and what is considered a stabilized approach?

19 A. Right. A stabilized approach -- I know at least
20 Corporate Air policy is you should be stabilized. So like
21 constant rate of descent. You should be configured for landing.
22 So in our case, 20 degrees of flaps. By -- if it's IFR
23 conditions, by no more -- or no less than three miles out. And if
24 it's VFR, no less than one mile out from the runway. So yeah,
25 just a stabilized descent. Configured to land where you don't

1 have to do anything unusual, you know, any unusual maneuvers to
2 land it from where you are. A stable descent, configure to land.
3 Yeah.

4 Q. Great, thanks. You talked about SMS earlier in a
5 newsletter. How about safety reporting. Do you guys have a
6 safety reporting procedure?

7 A. Um-hum. There's -- it's similar to SMS. We have an
8 app. It's called SiteDocs. I think it's -- like it's a part of
9 SMS where, yeah, there's like different forms and stuff we can
10 fill out. If there's any sort of adverse condition that we
11 experienced or any incidents or like -- yeah, anything of that
12 nature we can report on the app.

13 Q. Is it confidential?

14 A. Yes.

15 Q. So your name is identified in it? Do you know?

16 A. I think you have the option -- I'm not totally sure
17 because I haven't. I've done -- they have like -- he's had us do
18 surveys and practice forms and stuff on it so we know how to use
19 it. I think there's an option to be anonymous. I know they've
20 made it clear that nothing is -- like I could be punished for
21 something that I reported on it, basically. So I guess maybe it's
22 anonymous.

23 Q. So it's non-punitive reporting. Is that what you're
24 saying?

25 A. Right, yeah.

1 Q. That's what I wanted to know. You mentioned earlier on
2 your approach that you added some power because it was turbulent.

3 A. Right.

4 Q. Is there a standard wind additive for gusts? Do you
5 guys do any of that in this airplane?

6 A. Not anything that's like set in stone. Like a number?
7 I've done -- if there's a gust factor, you know, do half the gust
8 factor and add that to your final approach speed. Just come in a
9 little bit faster if it's gusty. That's how I've done it and how
10 I've taught students in the past. But as far as like a specific
11 exact number, not that I really know of.

12 Q. And your formula, does that -- that's not company
13 policy?

14 A. No. That's not something I've been taught for the
15 company.

16 Q. There's no Corporate Air policy?

17 A. Right.

18 Q. Would you describe one more time for me -- when you did
19 your go-around, it was pretty far out, but what was your procedure
20 again?

21 A. I -- so I increased power to takeoff power and I pitched
22 up to climb out speed. And I pulled the -- I retracted the flaps
23 to 10 degrees from 20.

24 MR. VANDERKAMP: Great, thanks. That's all I had.
25 Everybody has been checking off all my boxes already. So I guess

1 we're back to Shawn.

2 MR. ETCHER: You doing all right?

3 MR. DAVIS: Yeah, just take a quick drink.

4 MR. ETCHER: Take as long of a drink as you need. It's
5 all good.

6 MR. VANDERKAMP: The second round usually goes quicker.
7 Except for Shawn.

8 MR. DAVIS: Sweet.

9 MR. ETCHER: I'm a slower learner so you know. Remember
10 use big picture, small words. Helps me. No, I'm just kidding.

11 BY MR. ETCHER:

12 Q. Let's kind of go back to the -- somebody had asked a
13 question -- I don't remember who it was. But let's go back to the
14 approach on the day of the accident if you can kind of remember
15 that. There was weather around -- you had to do a go-around. You
16 were in VFR conditions I get. But what's your workload in those
17 kind of conditions? Because you're single pilot. Help me
18 understand what your workload -- how you would classify your
19 workload. Are you busier? Was it easy to keep up on everything?
20 Just --

21 A. I try to do -- we have -- Corporate Air has their
22 checklist. So there's like a descent and approach checklist. And
23 I usually

24 -- once I start descending, I get those done pretty quick so
25 that they're out of the way and I can just focus on the approach.

1 So at that point, I was pre-configured to land. I knew what the
2 weather was like. My workload wasn't that much.

3 The only things adding to the workload were -- like on
4 the downwind it's pretty minimal. Then turning base, you know,
5 they're giving you different headings and altitudes and changing
6 runways. So then there's a decent amount of workload. But I was
7 totally configured to land so it wasn't too bad. I'd say the way
8 it's set up, it's -- like it's definitely manageable.

9 Q. And this is just -- I want your opinion. Because you're
10 a pilot that flies the 208. Does the autopilot help reduce your
11 workload? Does the autopilot add to your workload? Kind of help
12 me understand it.

13 A. It definitely reduces the workload.

14 Q. Great. You mentioned you do your checklist on the --
15 you get them out of the way as quick as you can --

16 A. Right.

17 Q. -- so you can focus on the task of actually approaching
18 the airport. Are those checklists -- are they ones -- you pull
19 out the checklist, you read it, and do it. Or is it one you do a
20 flow and then you go to your checklist and --

21 A. Right.

22 Q. -- kind of check them off if you will. Oh, I did this.

23 A. Yeah, yeah. Kind of a checklist. Like I have a flow
24 and then I'll make sure I did everything with the checklist.

25 Q. Great.

1 A. I was taught to have the checklist -- we have a little
2 clipboard on the yoke. So I have the checklist there all the
3 time. So I'll do the flow and then just look down and verify that
4 I did everything.

5 Q. Perfect. I know this is maybe technique or company
6 policy. I don't know. But do you actually verbalize it or do you
7 just read it in your head?

8 A. I verbalize it. I don't know. I was a flight
9 instructor for two years so I'm used to talking out loud all the
10 time.

11 Q. No, and that's great. I just want to make sure I
12 understand how people do it. You always hear different things.

13 A. That's how I do it.

14 Q. No, that's perfect. Nothing wrong with that. Seems to
15 work for you so that's important. Right? Do they have a policy
16 on that?

17 A. Not that I know of. Yeah.

18 Q. On the day of the accident, I think you said you had
19 your radar on coming into here. Sorry. Coming into Salt Lake.

20 A. Yeah.

21 Q. You had it tilted up somewhere between four and five
22 degrees.

23 A. Two, four, and five degrees.

24 Q. Whatever.

25 A. Yeah.

1 Q. Do you remember what it was painting? Was it -- and
2 first of all, that was a terrible question.

3 A. Like yellow and red.

4 Q. Is it a multi-colored display or is it --

5 A. Yeah, yeah.

6 Q. Do you remember what colors?

7 A. There's green, yellow, and red. I think I saw all
8 three. Yeah.

9 Q. Just for the record, what's the difference between
10 green, yellow, and red in your words?

11 A. Like light, moderate, severe precipitation.

12 Q. Do you -- is it okay to go through the green, go through
13 the yellow, go through red? I mean, help me kind of understand
14 what

15 -- when you see that, what is it telling you?

16 A. Right. So I mean, green, yellow -- green is fine.
17 Yellow is okay. And then I'd probably go around red.

18 Q. Great. I know you had said and I think Paul even asked
19 a little bit of a follow-up on -- you have to have the radar. You
20 turn it off. You try and turn it off before the approach or
21 whatever. As you're in the pattern.

22 A. Right.

23 Q. Do you know why they want you to turn it off before you
24 land?

25 A. Just so I'm not hitting anybody with the radar.

1 Q. Does it have a strong beam? Is that what it is?

2 A. Yeah, yeah.

3 Q. When you were doing your training up in Fargo and you
4 said you were shooting some approaches, doing some approaches.
5 Was it in IMC conditions or VFR?

6 A. It was always VFR.

7 Q. Did they give you a hood to wear? Did --

8 A. Um-hum. Yeah, I was wearing a hood.

9 Q. Those are so much fun. Aren't they?

10 A. Yeah.

11 Q. I know you've been here since May on the line?

12 A. Yeah.

13 Q. What's your typical month? Do you fly the same routes?
14 Do you -- is it varied?

15 A. It varies for me. There are some guys that they fly one
16 route. But most of us are -- they call it hub support where we
17 just kind of rotate and go wherever. So here at Salt Lake, we
18 have four routes. So it's either Pocatello, Idaho Falls, Twin
19 Falls, or Sun Valley. And so we kind of rotate between those
20 four.

21 Q. And just a ballpark. No accuracy is needed. But just a
22 ballpark. About how many hours a month do you typically fly?

23 A. Well, it's probably pretty consistent because I fly a
24 little over an hour there, a little over an hour back every day,
25 five days a week. So 12-ish hours a week, four weeks a month. So

1 40 to 50 hours a month.

2 Q. Perfect. Excellent. When you fly these different
3 routes, do you always fly the same plane? Does it seem like --

4 A. Uh-uh.

5 Q. -- you just get whichever plane -- how do you know which
6 plane to fly first of all?

7 A. So we show up and -- like I think it's our mechanic who
8 assigns which plane is going to go where. And so -- and he --
9 because he prints off a paper in the morning. So that's one of
10 the first things we do when we get to the FedEx hangar is -- it
11 says what route and what plane is assigned to that route. So then
12 you know what plane you're assigned to. I know it's based -- like
13 he bases it on what's closer to needing an inspection.

14 Because there are certain routes that are going to come
15 back empty. So then that's easier to taxi it to the hangar so
16 that he can do his maintenance on it. Whatever he is going to be
17 doing. Like Sun Valley needs more fuel -- you're good. Sun
18 Valley needs fuel because it's a longer route so the plane that is
19 going to have more gas in it, he sends it to Sun Valley. So I
20 mean, there are some things that he uses to determine who flies
21 which plane and which plane goes to which route.

22 And also, all the planes -- like some of them have newer
23 autopilots that -- that we have to get a company checkout for.
24 And not all the pilots are checked out in it. So that also helps
25 determine who gets assigned to what plane. So there are a few

1 things that go into consideration. But yeah, we find out in the
2 morning what plane we're assigned to.

3 Q. Have you flown the accident airplane?

4 A. I'm sure I probably did. Yeah.

5 Q. Doesn't -- I know when I flew, there was planes I loved
6 and there was planes I did not like and then there was --

7 A. Right.

8 Q. -- everything else in the middle. Do you have any of
9 those planes here?

10 A. I don't yet. There was one we had that -- it didn't get
11 a lot of power I know. Because we're higher up density altitude.
12 So I think -- and I was gone for this. But I know -- I don't
13 think I -- I think I flew it once or twice. But I think they just
14 sent it to Fargo. We switched it for another plane because it
15 would do better at a lower altitude.

16 But besides that, I mean, every plane has little quirks.
17 But for the most part, they're all pretty much the same. Just
18 different autopilots is the biggest difference between planes.
19 But besides that, there's not -- it's pretty easy to switch from
20 one to the other.

21 Q. Great. When -- I know you have to check in with your
22 flight follower before your flight and then when you land. When
23 you check in before your flight and you give them all your
24 information you give them, have you ever had any of them say, hey,
25 did you see the weather along your route or did you see the

1 destination weather is kind of close? Do they ever give you any
2 kind of weather information?

3 A. I've been told that they do -- like they'll look at the
4 weather and do that. I haven't yet because I haven't --

5 Q. You're a fair weather --

6 A. Yeah. But I think they do. Like I know they look at
7 the weather and they'll say something but I haven't personally
8 experienced it yet. But I've told in training that -- yeah,
9 they'll do it, too.

10 Q. Perfect. Excellent. I don't remember who asked you the
11 question but you had said something about the high-end speed, 40
12 knots you go -- 40 knots above that or --

13 A. Oh, for like the --

14 Q. For your high end maneuvering speed.

15 A. -- maneuvering speed. Yeah.

16 Q. How many bugs do you have on the air speed indicator?

17 A. We have -- well, there's the electric one, the digital
18 one that has four. And then our analog old air speed indicator
19 has five that we can set.

20 Q. What do you -- help me understand what you're setting on
21 the one with five.

22 A. So on the one with five, like on the checklist, it's
23 pretty easy. That Corporate Air has. It has takeoff bugs and
24 then it has landing bugs. And so, depends on if we're taking off
25 or landing but then it's dependent on your weight. So you'll set

1 your red line and then the slow bug and then there's -- they call
2 it the marked bug. It has a little black dot on it. And then
3 another white one. And then the green bug is your fast bug. Like
4 our cruise climb speed.

5 Q. And the electric one, you said it's four bugs so --

6 A. It only has four so we kind of have to like -- the green
7 bug on the physical air speed indicator is just the fast bug plus
8 20. And so, we kind of just do that on the digital air speed
9 indicator. You kind of just add 20 to the highest one. Because
10 it just doesn't have that capability to have five bugs on it. So
11 just adding 20 to the fastest one.

12 Q. Perfect. Do you have to set those or are they auto
13 settings?

14 A. We set them. Like they're auto set for -- the default
15 is for max weight on the digital one. So then we have to adjust
16 it if we're less than max.

17 Q. Great. I remember you telling somebody about your app
18 SiteDocs.

19 A. SiteDocs.

20 Q. Have you ever filled it out? Have you ever reported
21 anything?

22 A. Not besides -- they had me do a couple training ones.
23 Like practice mock ones. Besides that, I haven't.

24 Q. Have you ever heard anybody -- pilots talk. We like to
25 complain about everything. Right?

1 A. Right.

2 Q. Have you ever heard anybody complain about it here in
3 the Salt Lake area? And you don't have to mention names. I'm
4 just kind of getting an idea.

5 A. That's okay. I haven't yet. Yeah.

6 Q. Great. I can't believe I didn't ask this. When we were
7 talking about your schedule, you say it's five days. You always
8 do five days on?

9 A. Yeah, me, I'm Tuesday through Saturday.

10 Q. Tuesday through Saturday. Great. And that's always
11 what you are?

12 A. That's always what I am. Unless I switch. Like last
13 week I switched the Monday -- the guy who is Monday through
14 Friday, I switched him so that I could be Monday through Friday
15 for that week because I had something. But yeah, my normal
16 schedule is Tuesday through Saturday.

17 Q. So you guys can flop in-base easy enough?

18 A. Right. There's like a form we have to fill out but then
19 we can do it.

20 Q. Great. I noticed on my questions -- I forgot I asked
21 one question last round. What's your age?

22 A. I'm 27.

23 Q. Twenty-seven. We always ask that just to kind of --

24 A. That's okay.

25 Q. For some reason. So my apologies for not asking before.

1 Last question for me, I believe. If you did a go-around -- so
2 it's probably multiple questions within this question. But if you
3 did a go-around, is there any forms you have to fill out?

4 A. Not that I know of. Uh-uh.

5 Q. Is it -- I hate the word punitive but does it feel
6 punitive if you make a go-around? Does the company?

7 A. No. They've always been -- if you -- do what you have
8 to do to be safe. I've definitely felt that in the culture from
9 literally everybody. All my instructors. The -- my check airman.
10 The guys that I flew OE with. I flew with three different guys.
11 Everybody is like, if you need to, do it. Yeah. It hasn't seemed
12 punitive at all.

13 Q. I -- forgive me if somebody already asked this or if I
14 asked it. Have you ever done a go-around here? In the airplane.
15 I know in the sim you did it all the time and in training.

16 A. Right. Yeah, no. Besides the -- like in training. But
17 on a route, no, I haven't yet besides the one that I was told to
18 on that day.

19 Q. Last question on go-arounds. Then you can be done with
20 me. And everybody else will ask really better questions here.
21 What would cause you to go around? Like on the day of the
22 weather, I know you said air traffic control sent you around. But
23 what would have been -- at what point would you be looking at
24 something and say, oh, yeah, I'm going to go try this again? Is
25 there any kind of criteria -- your personal limitation.

1 A. Right. Well, I mean, I know -- like I mentioned, I'm
2 supposed to be stabilized within a mile if it's VFR which so far,
3 I've always been VFR. So if I'm within that and I noticed like a
4 sudden drop in air speed or altitude, just anything that got me
5 off a stabilized approach, I would have initiated a go-around.
6 Hopefully sooner rather than later. But yeah, as soon as I
7 noticed something.

8 Q. If the tower controller would have said, hey, you know,
9 aircraft in front of you reported a 10-knot loss on final, 737.
10 I'm just making something up here. Would that do anything in your
11 brain?

12 A. Yeah. It would have made me hyperalert for sure. And
13 to maybe approach a little bit faster since I know I'm going to be
14 losing 10 knots. If I notice anything more than that, like I
15 would be -- I guess it would make me hyperaware and be able to
16 more quickly initiate a go-around if I noticed anything.

17 MR. ETCHER: Perfect. Again, thank you so much. You've
18 educated me a lot so I only wish my brain could hold it all.
19 That's why I've been taking lots of notes and we're recording it.
20 Because I know my brain's limitations. So -- but I appreciated
21 the education and thank you again so much.

22 Jim?

23 MR. VANDERKAMP: Okay. That's really good. I guess
24 we're back to Albert.

25 BY MR. NIXON:

1 Q. Okay. Like I said, appreciate everything, Captain. I
2 don't have much more for you. I think we've covered some pretty
3 good ground. But just a couple of points of clarification. Going
4 back to the day that Corporate Air experienced the accident. You
5 mentioned the PIREP of severe turbulence. Was that -- I don't
6 know if it's tower approach or whoever departure you were talking
7 to. But was that solicited or did you make that -- did you
8 initiate that call and say hey --

9 A. It wasn't solicited. From what I remember -- and this
10 is just me trying to remember. It was definitely tower. I -- you
11 know, he told me to go around. And then I think it was like, hey,
12 just so you know, I experienced some really heavy turbulence right
13 over the runway. And then he was just asking --

14 Q. Asking.

15 A. -- me how would I quantify it but --

16 Q. So he didn't come in there and say, how was your ride on
17 the --

18 A. Right, yeah.

19 Q. You initiated it it sounds like.

20 A. I initiated it. Yeah.

21 Q. Just wanted to clarify that. Then going to your
22 approach when you did make your landing. Obviously, you know, you
23 guys use 20 degrees for your landing. Is that your touchdown,
24 too? You leave it there? You don't put the --

25 A. Yeah, you leave it there.

1 Q. -- don't put any more flaps there. You just leave it
2 there.

3 A. Twenty degrees.

4 Q. That's what I thought. I just wanted to verify. Then
5 you held a long time so you obviously had a lot of petrol. Is
6 that pretty standard when you come back? You have a lot of extra
7 reserve fuel?

8 A. Yeah. Like standard is -- company policy is to have at
9 least an hour --

10 Q. At least an hour.

11 A. -- of reserve. And I had --

12 Q. So you had plenty of --

13 A. -- more than that on. Yeah.

14 Q. Plenty. And then, my final question. You were holding
15 -- I think you told me somewhere between 30 minutes to an hour if
16 my memory serves me correct.

17 A. Um-hum. Yep, yep.

18 Q. You said you weren't critical, obviously. So you --
19 some other people got in front of you. About how long was the
20 hold before they started putting people back into land
21 approximately?

22 A. At least a half hour. Because I know people were asking
23 about it. And they said they had shut the whole airport down, all
24 the runways for the time being. And I know I heard a couple guys
25 deciding -- like airlines -- I know one diverted to like Denver, I

1 think, or something. So it was at least a half hour.

2 Q. At least a half hour hold.

3 A. Yeah.

4 Q. Then did you happen -- just because you're drawing holds
5 there. Did you happen to watch the weather at all or did you
6 just --

7 A. Yeah, I was watching to see --

8 Q. What -- did that cell end up going over the runway?

9 A. Yeah, it --

10 Q. I mean, over the airport I mean.

11 A. It went over the runway and then kept going east.

12 Q. East. So it went that same direction -- of tracking.

13 A. Right, right.

14 Q. Then by the time you came in, at some point, you quit
15 looking at it but when they sequence you in, it was no factor.
16 Correct?

17 A. Right. Yep.

18 MR. NIXON: That's all I had. Thank you. Appreciate
19 everything.

20 MR. DAVIS: Yep. Thank you.

21 MR. VANDERKAMP: Great. Thanks. Kerry?

22 MR. SHUMWAY: I don't really have anything to add but I
23 appreciate you. Thanks for your time.

24 MR. DAVIS: Thank you.

25 MR. VANDERKAMP: Super. Let's go online. David, do you

1 have any more questions?

2 MR. OYLOE: I do not have any questions. Thank you.

3 MR. VANDERKAMP: Thank you. And thank you for your time
4 today. How about you, Mark? Did you have anything?

5 MR. DOMBROFF: No. No, nothing.

6 MR. VANDERKAMP: And Paul, we're back to you. Mr.
7 Weather.

8 BY MR. SUFFERN:

9 Q. Yeah. I just had -- yeah, I just had one more quick
10 question. Is there a risk assessment form that you all fill out
11 before flights?

12 A. No. Like getting ready for a flight?

13 Q. Yeah. Or either coming in for the day for your shift
14 for the day or something like that. Is there a risk assessment
15 form that is company policy to fill out?

16 A. No.

17 MR. SUFFERN: That was my only question. Thank you so
18 much.

19 MR. DAVIS: Uh-huh.

20 MR. VANDERKAMP: I did have one more question. And just
21 -- what is your normal target landing point?

22 MR. DAVIS: Like 1,000 footers.

23 BY MR. VANDERKAMP:

24 Q. I know the runways are really long and if you land on 3-
25 5, you have --

1 A. Right.

2 Q. -- a long taxi. Do you guys ever land long?

3 A. Yeah. So if -- and like tower will even sometimes say,
4 long landing approved. So unless he says that, you know, I'll try
5 to touch down because -- on the 1,000 footers. But otherwise,
6 yeah. Land about halfway down the runway. I usually get into
7 ground effect about 1,000 footers and then just kind of float it.
8 Just keep some power and then let it float so that I'm faster. So
9 that it's a quicker taxi back. So yeah, there are times where
10 it's a little bit longer.

11 Q. Great. That was the only thing that I had forgotten to
12 ask. I think we're good here. But one thing I should ask you is,
13 is there anything we should have asked you? Anything you want to
14 add?

15 A. I can't think of anything.

16 Q. Once again, we're here to learn from you so --

17 A. Yeah, I was -- I had no idea what you guys were going to
18 ask. But you asked me everything I thought you might ask. And a
19 lot of other things, too. So I can't think of anything.

20 MR. VANDERKAMP: Well, we really appreciate your time
21 today. Thank you so much. And once again, just to reassure you,
22 this is strictly for safety. We're going to use this information
23 to try to make sure it never happens again.

24 MR. DAVIS: Right.

25 MR. VANDERKAMP: Nothing punitive will come from this.

1 MR. DAVIS: Okay. Is it possible to get access to the
2 transcript?

3 MR. DOMBROFF: The only request I would have is the same
4 one I made yesterday with Captain King is that once the transcript
5 has been prepared and you all have reviewed it, we appreciate a
6 copy being provided to the captain. So in the event he does
7 recall something or can add something, he has that opportunity
8 before it's placed in the public docket.

9 MR. VANDERKAMP: Yes, sir. Mark, we appreciate that.
10 And yes, of course. Actually, I was just about to say that. So
11 that's exactly right. We will make sure that you get to see it
12 before it goes to public docket.

13 MR. DAVIS: Okay, sweet. Thank you.

14 MR. DOMBROFF: Thank you very much.

15 MR. VANDERKAMP: Well, thank you, sir. And thanks,
16 everybody, on the phone. And everybody here, thank you very much.
17 We're going to end the recording now at 1507.

18 (Whereupon, at 3:07 p.m., the interview was concluded.)
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23

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CESSNA 208B DAMAGED IN ACCIDENT
NEAR SALT LAKE CITY INTERNATIONAL
AIRPORT IN SALT LAKE CITY, UTAH
ON JULY 13, 2022
Interview of Zachary Davis

ACCIDENT NO.: WPR22LA251

PLACE: Salt Lake City, Utah

DATE: August 4, 2022

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
transcribed to the best of my skill and ability.

A black rectangular redaction box covering the signature of the transcriber.

Katie Leach
Transcriber